

SOUTHERN CALIFORNIA



**ASSOCIATION of  
GOVERNMENTS**

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Gary Ovitt, San Bernardino County

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Richard Dixon, Lake Forest

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Immediate Past President  
Yvonne B. Burke, Los Angeles

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Ronald O. Loveridge, Riverside

Community, Economic and  
Human Development  
Jon Edney, El Centro

Energy and Environment  
Debbie Cook, Huntington Beach

Transportation and  
Communications  
Alan D. Wapner, Ontario

# NO. 495 MEETING OF THE

## REGIONAL COUNCIL

**Thursday, March 6, 2008  
11:45 a.m. – 1:15 p.m.**

**SCAG Offices  
818 West 7<sup>th</sup> Street, 12<sup>th</sup> Floor  
San Bernardino Conference Room A & B  
Los Angeles, CA 90017  
213.236.1800**

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Shelia Stewart at 213.236.1868 or [stewart@scag.ca.gov](mailto:stewart@scag.ca.gov)

Agendas and Minutes for the Regional Council are also available at:

[www.scag.ca.gov/committees/rc.htm](http://www.scag.ca.gov/committees/rc.htm)

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# Southern California Association of Governments Regional Council Roster

March 2008

***Hon. Gary Ovitt, President, San Bernardino County***  
***Hon. Richard Dixon, Lake Forest, 1<sup>st</sup> Vice President*** ***District 13***  
***Hon. Harry Baldwin, San Gabriel, 2<sup>nd</sup> Vice President*** ***District 35***  
***Hon. Yvonne B. Burke, Immediate Past President, LA County***

Hon. Jeff Stone, Riverside County	
Hon. Chris Norby, Orange County	
Hon. Victor Carrillo, Imperial Valley	
Hon. Zev Yaroslavsky, LA County	
Hon. Linda Parks, Ventura County	
Hon. Antonio Villariagosa, Los Angeles	At-Large
Hon. Art Brown, Buena Park	OCTA
Hon. Robin Lowe, Hemet	RCTC
Hon. Keith Millhouse, Moorpark	VCTC
Hon. Paul Leon, Ontario	SANBAG
Hon. Andrew Masiel, Pechanga Band of Luiseno Indians	
Hon. Jon Edney, El Centro	District 1
Hon. Greg Pettis, Cathedral City	District 2
Hon. Bonnie Flickinger, Moreno Valley	District 3
Hon. Ron Loveridge, Riverside	District 4
Hon. Ron Roberts, Temecula	District 5
Hon. Lee Ann Garcia, Grand Terrace	District 6
Hon. Larry McCallon, Highland	District 7
Hon. Deborah Robertson	District 8
Hon. Paul Eaton, Montclair	District 9
Hon. Alan Wapner, Ontario	District 10
Hon. Lawrence Dale, Barstow	District 11
Hon. Paul Glabb, Laguna Niguel	District 12
Hon. Leslie Daigle, Newport Beach	District 14
Hon. Lou Bone, Tustin	District 17
Hon. Christine Barnes, La Palma	District 18
Hon. Bob Hernandez, Anaheim	District 19
Hon. Troy Edgar, Los Alamitos	District 20
Hon. Sharon Quirk, Fullerton	District 21
Hon. John Beauman, Brea	District 22
Hon. Larry Nelson, Cerritos	District 23
Hon. Gene Daniels, Paramount	District 24
Hon. David Gafin, Downey	District 25
Hon. Isadore Hall, Compton	District 26
Hon. Frank Gurule, Cudahy	District 27
Hon. Judy Dunlap, Inglewood	District 28

Hon. Rae Gabelich, Long Beach	District 29
Hon. Tonia Reyes-Uranga, Long Beach	District 30
Hon. Stan Carroll, La Habra Heights	District 31
Hon. Margaret Clark, Rosemead	District 32
Hon. Keith Hanks, Azusa	District 33
Hon. Barbara Messina, Alhambra	District 34
Hon. Mike Ten, South Pasadena	District 36
Hon. Tom Sykes, Walnut	District 37
Hon. Paula Lantz, Pomona	District 38
Hon. Paul Nowatka, Torrance	District 39
Hon. Jim Aldinger, Manhattan Beach	District 40
Hon. Pam O'Connor, Santa Monica	District 41
Hon. Frank Quintero, Glendale	District 42
Hon. Jim Jeffra, Lancaster	District 43
Hon. Dennis Washburn, Calabasas	District 44
Hon. Toni Young, Port Hueneme,	District 45
Hon. Glen Becerra, Simi Valley	District 46
Hon. Carl Morehouse, San Buenaventura	District 47
Hon. Ed Reyes, Los Angeles	District 48
Hon. Wendy Greuel, Los Angeles	District 49
Hon. Dennis Zine, Los Angeles	District 50
Hon. Tom LaBonge, Los Angeles	District 51
Hon. Jack Weiss, Los Angeles	District 52
Hon. Tony Cardenas, Los Angeles	District 53
Hon. Richard Alarcon, Los Angeles	District 54
Hon. Bernard Parks, Los Angeles	District 55
Hon. Jan Perry, Los Angeles	District 56
Hon. Herb Wesson, Los Angeles	District 57
Hon. Bill Rosendahl, Los Angeles	District 58
Hon. Greig Smith, Los Angeles	District 59
Hon. Eric Garcetti, Los Angeles	District 60
Hon. Jose Huizar, Jr., Los Angeles	District 61
Hon. Janice Hahn, Los Angeles	District 62
Hon. Thomas Buckley, Lake Elsinore	District 63
Hon. Debbie Cook, Huntington Beach	District 64
Hon. Tim Jasper, Apple Valley	District 65

# REGIONAL COUNCIL

## AGENDA

MARCH 6, 2008

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1.0 **CALL TO ORDER & PLEDGE OF ALLEGIANCE**

*(Hon. Gary Ovitt, President)*

- 2.0 **PUBLIC COMMENT PERIOD** – Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Council, must fill out and present a speaker's card to the Executive Assistant prior to speaking. A speaker's card must be turned in before the meeting is called to order. The Regional Council may consider and act upon any of the items listed on the agenda. Comments will be limited to three minutes. The President may limit the total time for all comments to twenty minutes.

3.0 **CONSENT CALENDAR**

3.1 **Approval Items**

3.1.1 Minutes of February 7, 2008 Meeting Attachment 01

3.1.2 Charter of the Contracts Subcommittee Attachment 11

3.2 **Receive & File Items**

3.2.1 Amendment, Contracts/Purchase Orders, between \$5,000- \$250,000 Attachment 13

3.2.2 CFO Monthly Report Attachment 22

4.0 **PRESIDENT'S REPORT**

4.1 Committee Appointments

5.0 **COMMITTEE REPORTS/ACTION ITEMS**

5.1 Force for Change Committee/Bylaws and Resolution Subcommittee Report  
*(President Gary Ovitt)*

Attachment 24  
*Supplemental Attachment will also be mailed separately*



SOUTHERN CALIFORNIA  
ASSOCIATION of GOVERNMENTS

# REGIONAL COUNCIL

## AGENDA

### MARCH 6, 2008

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5.2 Administration Committee Report  
(Hon. Ron Loveridge, Chair)

5.2.1 Fiscal Year 2008-2009 Comprehensive Budget Attachment 26

**Recommended Action:** Approve and release.

5.2.2 Increase the Informal Contract Threshold from \$25,000 to \$50,000 Attachment 28

**Recommended Action:** Approve

5.2.3 Depositories and Investments Attachment 30

**Recommended Action:** Approve and forward to the Bylaws Committee for consideration.

5.3 Community, Economic & Human Development Committee (CEHD) Report  
(Hon. Jon Edney, Chair)

5.3.1 Growth Forecast Alternatives for the 2008 RTP Attachment 37

**Recommended Action:** Approve one of the Options for the 2008 RTP.

5.3.2 Compass Blueprint Demonstration Project Selection Attachment 54

**Recommended Action:** Approve CEHD's recommendation for funding project applications scoring 85 points and higher using the revised evaluation criteria for the for the FY 07-08 Demonstration Project Program.

5.4 Energy & Environment Committee Report (EEC)  
(Hon. Debbie Cook, Chair)



# REGIONAL COUNCIL

## AGENDA

### MARCH 6, 2008

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	Pg#
5.5 <u>Transportation &amp; Communications Committee (TCC)</u> <i>(Hon. Alan Wapner, Chair)</i>	
5.5.1 <u>Inclusion of Brawley Bypass in TCIF</u>	Attachment     58
<b>Recommended Action:</b> Approve submission of support letter.	
5.6 <u>Membership &amp; Communications Subcommittee</u> <i>(Hon. Glen Becerra, Chair)</i>	
6.0 <b><u>EXECUTIVE DIRECTOR'S REPORT</u></b> <i>(Hasan Ikhata)</i>	
7.0 <b><u>LEGISLATIVE REPORT</u></b>	
7.1 <u>Presentation from Senator (Steinberg) on SB 375</u>	
7.2 <u>ON TIME Act (HR 5102) by Rep. Ken Calvert</u> <i>(Mannik Sakaya, Leg Affairs)</i>	Attachment     61
HR 5102 would levy fees on containerized imports & exports entering/leaving US ports to fund transportation projects in communities most affected by the movement of goods	
<b>Recommended Action:</b> Continue to work with author.	
8.0 <b><u>INFORMATION ITEMS</u></b>	
9.0 <b><u>ANNOUNCEMENTS</u></b>	
10.0 <b><u>FUTURE AGENDA ITEMS</u></b>	
Any committee member desiring to place item on a future agenda may make such a request.	
11.0 <b><u>ADJOURNMENT</u></b>	
The next meeting of the Regional Council will be held on April 3, 2008 in downtown Los Angeles.	



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**NO. 494**  
**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**  
**REGIONAL COUNCIL**  
**February 7, 2008**  
**MINUTES**

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**THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE REGIONAL COUNCIL. AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.**

The Regional Council (RC) of the Southern California Association of Governments held its meeting at the downtown offices in Los Angeles. The meeting was called to order by Supervisor Gary Ovitt, Supervisor, San Bernardino County. There was a quorum.

**Members Present**

Hon. Gary Ovitt, San Bernardino County, President	
Hon. Yvonne, Burke, Los Angeles County, Immediate Past President	
Hon Richard Dixon, Lake Forest 1 <sup>st</sup> Vice President	District 13
Hon. Harry Baldwin, San Gabriel, 2 <sup>nd</sup> Vice President	District 35
Hon. Victor Carrillo, Imperial Valley	
Hon. Linda Parks, Ventura County	
Hon. Jeff Stone, Riverside, County	
Hon. Jon Edney, El Centro	District 1
Hon. Ron Loveridge, Riverside	District 4
Hon. Ron Roberts, Temecula	District 5
Hon. Lee Ann Garcia, Grand Terrace	District 6
Hon. Larry McCallon, Highland	District 7
Hon. Paul Eaton, Montclair	District 9
Hon. Alan Wapner, Ontario	District 10
Hon. Troy Edgar, Los Alamitos	District 20
Hon. Sharon Quirk, Fullerton	District 21
Hon. Leslie Daigle, Newport Beach	District 14
Hon. Lou Bone, Tustin	District 17
Hon. Robert Hernandez, Anaheim	District 19
Hon. John Beauman, Brea	District 22
Hon. Larry Nelson, City of Aretsia	District 23
Hon. Gene Daniels, Paramount	District 24
Hon. David Gafin, Downey	District 25
Hon. Frank Gurule, Cudahy	District 27
Hon. Judy Dunlap, Inglewood	District 28
Hon. Rae Gabelich, Long Beach	District 29
Hon. Mike Ten, South Pasadena	District 36
Hon. Tom Sykes, Walnut	District 37

Hon. Paula Lantz, Pomona	District 38
Hon. Paul Nowatka, Torrance	District 39
Hon. Carl Morehouse, San Buenaventura	District 47
Hon. Stan Carroll, La Habra Heights	District 31
Hon. Keith Hanks, Azusa	District 33
Hon. Margaret Clark, Rosemead	District 32
Hon. Barbara Messina, Alhambra	District 34
Hon. Jim Aldinger, Manhattan Beach	District 40
Hon. Frank Quintero, Glendale	District 42
Hon. Dennis Washburn, Calabasas	District 44
Hon. Glen Becerra, Simi Valley	District 46
Hon. Toni Young, Port Hueneme,	District 45
Hon. Debbie Cook, Huntington Beach	District 64
Hon. Tim Jasper, Apple Valley	District 65
Hon. Robin Lowe, Hemet	RCTC
Hon. Paul Leon, Ontario	SANBAG
Hon. Keith Millhouse, Moorpark	VCTC
Hon. Art Brown, Buena Park	OCTA

### **Members Not Present**

Hon. Chris Norby, Orange County	
Hon. Zev Yaroslavsky, LA County	
Hon. Greg Pettis, Cathedral City	District 2
Hon. Bonnie Flickinger, Moreno Valley	District 3
Hon. Deborah Robertson	District 8
Hon. Lawrence Dale, Barstow	District 11
Hon. Paul Glabb, Laguna Niguel	District 12
Hon. Christine Barnes, La Palma	District 18
Hon. Isadore Hall, Compton	District 26
Hon. Tonia Reyes-Uranga, Long Beach	District 30
Hon. Pam O'Connor, Santa Monica	District 41
Hon. Ed Reyes, Los Angeles	District 48
Hon. Wendy Greuel, Los Angeles	District 49
Hon. Dennis Zine, Los Angeles	District 50
Hon. Tom LaBonge, Los Angeles	District 51
Hon. Jack Weiss, Los Angeles	District 52
Hon. Tony Cardenas, Los Angeles	District 53
Hon. Bernard Parks, Los Angeles	District 55
Hon. Jan Perry, Los Angeles	District 56
Hon. Herb Wesson, Los Angeles	District 57
Hon. Bill Rosendahl, Los Angeles	District 58
Hon. Greig Smith, Los Angeles	District 59
Hon. Eric Garcetti, Los Angeles	District 60
Hon. Jose Huizar, Jr., Los Angeles	District 61
Hon. Janice Hahn, Los Angeles	District 62

Hon. Thomas Buckley, Lake Elsinore  
Hon. Andy Masiel, Pechanga Band of Luiseno Indians  
Hon. Antonio Villaraigosa, Los Angeles

District 63  
At-Large

### **Staff Present**

Hasan Ikhata, Executive Director  
Colin Lennard, General Counsel  
Joe Burton, Chief Counsel  
Shelia Stewart, Executive Assistant

### **1.0 CALL TO ORDER**

President Ovitt called the meeting to order.

### **2.0 PUBLIC COMMENT PERIOD**

There were no comments.

### **3.0 CONSENT CALENDAR**

A motion was made (Brown) to approve the remaining consent calendar items. Motion was SECONDED (Bone) and UNANIMOUSLY APPROVED.

#### **3.1 Approval Items -**

3.1.1 Minutes of January 3, 2008 Meeting

3.1.2 Amendments of SCAG Conflict of Interest Code

3.1.3 Charter of the Personnel Committee

#### **3.2 Receive & File Items**

3.2.1 Amendment, Contracts/Purchase Orders between \$5,000- \$250,000

### **4.0 PRESIDENT'S REPORT**

#### **4.1 Committee Appointments**

President Ovitt made the following appointments: Hon. Sam Pedroza, Claremont, was appointed to the EEC, representing San Gabriel Valley COG; Hon. Leslie Daigle, Newport Beach was appointed to the Legislative Committee; and Hon. Bert Hack, Laguna Woods was appointed to the Aviation Task Force.

## 5.0 COMMITTEE REPORTS/ACTION ITEMS

### 5.1 Executive Committee Report

#### 5.1.1 Ratification of Performance Agreement /Salary Compensation of Executive Director

A motion was made (Lowe) to ratify the performance agreement and salary compensation of the Executive Director. Motion was SECONDED (Garcia) and UNANIMOUSLY APPROVED.

### 6.2 Administration Committee Report

#### 6.2.1 OWP Progress Report

A motion was made (Brown) to receive & file the progress report. Motion was SECONDED (Bone) and UNANIMOUSLY APPROVED.

#### 6.2.2 Fulbright & Jaworski Contract

A motion was made (Loveridge) to approve the Fulbright and Jaworski Contract. Motion was SECONDED (Baldwin) and UNANIMOUSLY APPROVED.

#### 6.2.3 Center for Disease Control (CDC) and the Agency For Toxic Substances and Disease Public Healthy Conference Grant Support Application

There was no report.

### 6.3 Community, Economic & Human Development Committee (CEHD) Report

There was no report.

### 6.4 Energy & Environment Committee Report (EEC)

#### 6.4.1 Developing of Statewide Consensus on Funding and Support of Blueprint Planning

It was recommended that the item be brought back for consideration at the next meeting. Councilmember Washburn opposed.

#### 6.4.2 Water Bond Planning Funds: Implementing Legislation

It was recommended that the item be brought back for consideration at the next meeting. There were no OBJECTIONS.

6.5 Transportation & Communications Committee (TCC)

There was no report.

6.6 Membership & Communications Subcommittee

Councilmember Becerra, Chair, announced that the City of Mission Viejo voted to join SCAG.

Councilmember Becarra also announced that Manny Medrano, KTLA-TV Channel 5 News Reporter was selected to receive the 2008 Regional Champion for Communication and Media. Manny Medrano's career has spanned more than three decades, not only in the news media but in the legal community. He recently returned to journalism in Los Angeles after serving as ABC News' Supreme Court reporter in Washington DC. Prior to that, he was a legal reporter for KNBC News in LA, providing expert legal analysis on several high profile trials.

Most recently, Mr. Medrano covered the release of SCAG's 2007 State of the Region Report, Draft RTP and RCP, providing the plans with in-depth coverage that has rarely been seen on broadcast media.

**7.0 EXECUTIVE DIRECTOR'S REPORT**

Hasan Ikhata stated a number of organizational and staffing changes in January were made to enhance the efficiency, productivity, accountability and responsiveness of the organization. Mr. Ikhata stated that he will continue working with the Department Directors to implement these changes.

**8.0 LEGISLATIVE REPORT**

8.1 Overview and Presentation on Draft Proposals for SB 375

Members received an updated status on the progress of SB 375 in the legislative process, noting that the bill is in the Assembly Appropriations Committee, and the author's stated wish is to move the bill prior to the budget negotiations later in this session.

Staff briefed the Regional Council regarding ongoing negotiations between the author and local government, the building industry, environmental organizations and others. Senator Darrell Steinberg, will be invited to appear before the Regional Council at its March meeting to explain the bill's provisions, and to provide an updated status on negotiations.

8.2 Proposition 1B Goods Movement Funds Increasing Regional Share

The Regional Council discussed Prop 1B Goods Movement Funds. After a length discussion there was a consensus of the members present that a more equitable share of the funds should be reconsidered for this region.

Motion was made (Wapner) that a letter on behalf of the region be sent to the Governor regarding increasing Prop B funds for the region. Signatures of the Regional Council should also be included with the letter. Motion was seconded (Lowe) and UNANIMOUSLY APPROVED.

8.3 Update on Legislative Program Activities

A report on the legislative program activities was provided by SCAG Washington, D.C. Lobbyist. (Attached)

**9.0 INFORMATION ITEMS**

9.1 2008 RTP Growth Forecast

Hasan Ikhrata, Executive Director, presented an update regarding recent developments regarding the Regional Transportation Plan Growth Forecast.

**10.0 CLOSED SESSION ITEMS**

10.1 Conference with Legal Counsel - Existing Litigation  
(Government Code Section 54956.9(a))  
City of La Mirada v. SCAG; City of Irvine v. SCAG;  
City of Palmdale v. SCAG

After returning from closed session, Colin Lennard, General Counsel, reported that there was nothing further to report.

10.2 Conference with Legal Counsel – Anticipated litigation  
Significant exposure to litigation  
Pursuant to Government Code Section §54956.9 (b):  
Two potential cases

After returning from closed session, Colin Lennard, General Counsel, reported that there was nothing further to report.

**11.0 ANNOUNCEMENTS**

There were no announcements.

**12.0 FUTURE AGENDA ITEMS**

There were no future agenda items.

**13.0 ADJOURNMENT**

The next meeting of the Regional Council will be held on Thursday, March 6, 2008 in downtown Los Angeles.

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Hasan Ikhata, Executive Director

## Update on Legislative Program Activities

### **FY 09 Budget Proposal**

The President has transmitted his budget to the Congress, thus kicking off the annual budget and appropriations cycle that will ultimately culminate in twelve appropriations being enacted for the fiscal year 2009 next fall or in the early winter.

On January 29<sup>th</sup> the President addressed the Congress and the nation on the State of the Union and followed several days later with the official release of his proposed budget. In a nutshell, the overarching theme of the President's budget is one of domestic spending freezes, and in some cases reductions from previously-enacted levels. In transportation, as in all domestic spending, the story was no different.

The President's budget proposes an obligation limitation for the federal-aid highway program of \$39.399 billion for FY 2009. In 2008, it was \$41.216 billion, including the additional \$1 billion added for bridge repairs, so the proposed 2009 level represents a reduction of \$1.82 billion from last year's level – approximately a 4.5 percent reduction. The proposed highway number is also less than what is authorized in SAFETEA-LU. The proposed obligation limitation is \$1.801 billion below the authorized level for 2009. Of note also is the fact that the President reduced the 2009 proposal by an additional \$800 million because the extra \$1 billion added for bridges in 2007 (FY 2008) exceeded the obligation limit. The White House proposes to cut a total of \$1 billion in 2009 to make up for the extra \$1 billion for bridges in 2008 -- \$800 million from highways and the other \$200 million from the transit New Starts Account.

The Administration also proposes to fund their Congestion Reduction Initiative (formerly the Urban Partnership Program) partly by recapturing unobligated earmark money left over from the ISTEA (*Intermodal Surface Transportation Efficiency Act of 1991*) authorization and shifting \$175 million of that money. They also propose to cancel any projects earmarked in TEA-21 that have not obligated at least 10 percent of the proposed amount – totaling about \$626 million.

The budget forecast predicts that the Highway Account of the Highway Trust Fund will run out of money during FY 2009 and that the negative balance will be about -\$3.2 billion (the Congressional Budget Office predicts -\$1.1 billion). The budget proposes that if a zero cash balance is reached, the Highway Account will borrow money from the Mass Transit Account of the HTF, which is currently projecting a nearly \$4.5 billion balance. Any funds transferred would then be repaid in the next surface transportation law. Of note is that there are no guarantees or obligations on Congress to make such a repayment.

The President also proposes a reduction in Aviation spending -- \$272 million from the previous year's enacted level. The proposal totals \$14.64 billion for the Federal Aviation Administration in 2009. Although there is proposed growth for non AIP spending -- approximately \$500 million -- the biggest single difference between last year's enacted level and this proposed budget is funding for grants to airports under the Airport Improvement Program -- \$2.750 billion for AIP -- \$765 million less than last year.

For the transit program, the budget proposes a total of \$10.14 billion in spending for the Federal Transit Administration in 2009, an increase of \$644 million over the gross total spending for FTA in 2008. The biggest change occurs in the main program, the Formula and Bus Grants program, which will receive the precise amount authorized under SAFETEA-LU - \$8.36 billion, a \$593 million, 7.6 percent increase over FY 2008.

Under the New Starts Account, there is a proposed \$200 million reduction from 2008, presumably to compensate for the bridge expenditure in 2007 (FY 2008). (There was an error in the proposed allocation for the Eastside New Rail Start project in LA, however the FTA acknowledged this in a letter to Congress and has proposed to rectify the requested number.)

For Amtrak, the President is taking his annual shot at Amtrak, proposing dramatic reductions in federal subsidies from 2008 where Congress approved \$1.325 billion for Amtrak. The Administration's budget proposes a total of \$800 million, a 40 percent cut., including \$275 million for "efficiency incentive grants" that would replace operating subsidies.

### **Economic Stimulus**

The House (Republican and Democratic Leadership) and President Bush on January 24th announced an agreement on an economic stimulus package focused on providing tax rebate checks and corporate depreciation deductions (focused mainly on small businesses). The House passed the bill by a wide margin; the Senate moved a bill through the Finance Committee and after attempting but failing to achieve cloture on a wider spectrum of benefits, most notably including Unemployment Insurance expansion, retreated to a bill that mirrored the House version and added greater benefits for Seniors and Veterans. The House passed that version immediately and it was sent to the President for his signature.

Included in the bill was a provision that amended the House-passed stimulus bill extending conforming loan limits for one year -- increasing the loan limits up to \$715,000. The industry had pushed for two years, as well as permanent GSE and FHA reform, but that was not achieved, at least as of yet.

## **White House Considers Ban on Earmarks**

The President announced during the State of the Union address that he is issuing an Executive Order that would prevent all federal agencies from honoring all earmarks contained in Report Language attached to appropriations bills beginning for fiscal year 2009. The President expressed his concerns with the amount of earmarks contained in the recently-enacted omnibus bill and is directing agencies to honor only those earmarks that were specifically spelled out in the text of the law.

If such an order were issued for the current fiscal year 2008, nearly \$645 million in US DOT earmarks could have been cancelled, while the remaining \$2.5 billion in additional earmarks would have survived, as they are written directly into the text of the law.

In the end, this was a move designed for political appeal rather than true fiscal conservative principles because had it been for the latter, he would have made the effective date immediate and thereby declared war with both parties of Congress. This move gives him the ability to wage a war of words without paying a political price.

## **Technical Corrections to SAFETEA-LU**

Passage of the SAFETEA-LU Technical Corrections Bill continues to elude Congress. Conferees had intended to attach the Corrections bill to the Water Resources Development Act of 2007 ("WRDA") – HR 1495, however at the last minute several objections to a number of provisions resulted in the Corrections bill being separated from the WRDA bill. The future of the Corrections bill remains uncertain as many of the objections have not been resolved.

The bill, which covers a number of areas, includes an important correction covering research programs administered by Federal Highways and changes to numerous earmarks. Of particular note is the elimination of an earmark for Coconut Road that was apparently added to the enrolled bill after the Congress had voted for the bill. Chances for passage: less than 10 percent.

# REPORT

**DATE:** March 6, 2008  
**TO:** Regional Council and Administration Committee  
**FROM:** Chair of the Contracts Subcommittee  
**SUBJECT:** Charter of the Contracts Subcommittee  
**EXECUTIVE DIRECTOR'S APPROVAL:**



## RECOMMENDED ACTION:

Approve the Contracts Subcommittee Charter.

## BACKGROUND:

During the January 3, 2008 meeting, the Regional Council (RC) President appointed members to the Contracts Subcommittee consistent with the recommendations of the Administration Committee. Administration Committee Chair Loveridge has requested that subcommittees of the Administration Committee prepare charters for their respective subcommittees. The Contracts Subcommittee at its first meeting on January 31, 2008 established its charter, and therefore requests that the Administration Committee and the Regional Council approve the attached charter.

## FISCAL IMPACT:

There is no fiscal impact related to this matter.

Reviewed by:   
Division Manager

Reviewed by:   
Chief Financial Officer

## **CONTRACTS SUBCOMMITTEE CHARTER**

### **Purpose of the Subcommittee**

To assist the Administration Committee and Regional Council with developing policy guidance on how to strengthen SCAG's contracting policies and procedures, and create innovative approaches to maximize competition with SCAG's contracting process.

### **Authority**

The Contracts Subcommittee is a subcommittee of the Administration Committee, reporting to the Regional Council and has authority to review and make policy recommendations regarding the SCAG Contracting Process.

### **Organization**

The Contracts Subcommittee will consist of five (5) members of the Regional Council. The Regional Council President will appoint Subcommittee members. The Subcommittee will select a Chairperson and Vice-Chair amongst its members.

### **Meetings**

The Subcommittee will meet regularly on a date and time to be determined by the Subcommittee, or as circumstances require. All Subcommittee members are expected to attend each meeting. The Subcommittee will invite SCAG staff or others to attend meetings and provide pertinent information, as necessary. Meeting agendas will be prepared and provided in advance to members, along with appropriate briefing materials in accordance with the Brown Act. Minutes of each meeting will be prepared.

### **Responsibilities**

The Subcommittee will carry out the following responsibilities:

- Ensure contracting process is being implemented in compliance with adopted policies and procedures, local ordinances and State and Federal regulations; and
- Periodically review policies and procedures to ensure they are effective and current with industry standards.
- Semi-annually review reports on the diversity of SCAG's contract pool of vendors.

# MEMO

**DATE:** March 6, 2008  
**TO:** Administration Committee and  
Regional Council  
**FROM:** Wayne Moore, Chief Financial Officer, (213) 236-1804, moore@scag.ca.gov  
**SUBJECT:** Amendment, Contracts and Purchase Orders between \$5,000 - \$250,000

## RECOMMENDED ACTION:

Information Only

## BACKGROUND:

### SCAG executed the following Contract(s) between \$5,000 and \$250,000

<u>Vendor</u>	<u>Contract Purpose</u>	<u>Contract Amount</u>
Sanborn Map Company Inc.	This project is for the acquisition and delivery of digital color imagery for the Imperial County. SCAG will use the imagery to develop an existing land use database.	\$245,000
Jones and Stokes	Consultant shall inform and educate each jurisdiction within the Imperial Valley Association of Governments (IVAG) about SCAG's Compass Blueprint program.	\$50,000
IBI Group	Consultant shall conduct a transit needs study in the unincorporated area of Sun Village (North LA County near Palmdale) to improve public transit	\$44,365

### SCAG executed the following Purchase Order(s) between \$5,000 and \$250,000

<u>Vendor</u>	<u>PO Purpose</u>	<u>PO Amount</u>
Ontario Convention Center	2008 General Assembly Summit Venue	\$22,000
U.S. Postal Service	Postage	\$20,000
SAS Institute	Annual SAS software support	\$12,580
AT & T California	Tandberg AV Maintenance	\$12,430
Knowledgeworks, Inc.	Microsoft Software Training	\$9,000

# MEMO

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## FISCAL IMPACT:

None. Funding is available.

Reviewed by:

*Lepton Y. Morgan*  
Division Manager

Reviewed by:

*[Signature]*  
Chief Financial Officer

## **CONSULTANT CONTRACT**

**Consultant:** Sanborn Map Company Inc.

**Scope:** The region covered by the Southern California Association of Governments, known as the SCAG Region, includes the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura.

This project is for the acquisition and delivery of digital color imagery for the County of Imperial. The imagery produced will be used by SCAG in the development of an existing land use database. The aerial imagery will also be used for other planning related activities by SCAG and other stakeholders. We intend to disseminate a copy of the database to other interested public agencies within the region.

The Consultant will fly the entire county of Imperial and a limited portion of Mexico to produce a set of aerial photography at a 6 inch resolution for the urban portion of the county and at 12 inch resolution for the remaining area.

<b>Contract Amount:</b>	<b>Total not to exceed</b>	<b>\$245,000</b>
	Sanborn	\$245,000

**Contract Period:** January 22, 2008 through June 30, 2008

<b>Work Element:</b>	08-040.SC0GC6	\$250,000	Funding Sources: Consolidated Planning Grant – FHWA & FTA
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**Request for Proposal:** The RFP No. 08-029 was released through SCAG's bid management system. It was also advertised in the Planning Magazine's website. Three hundred and forty one (341) pre-qualified vendors were notified. Of these vendors, sixty two (62) downloaded the bid file. SCAG receivee four proposals in response to this solicitation.

One proposal, from HJW Geospatial, in the amount of \$240,000 was not considered because the standards they proposed did not comply with either of SCAG's Minimum or Desirable Requirements. That is, they did not conform with the standards in the RFP. Consequently, there is no basis for comparing their proposal against the other proposals received.

The three other proposals are listed below:

<b>Vendor</b>	<b>Price for SCAG's Minimum Mapping Requirement</b>	<b>Price for SCAG's Desirable Mapping Requirement</b>
Sanborn Map Company Inc	\$233,796	\$289,304
Digital Mapping Inc.	\$349,000	\$336,500
Mapcon Mapping Inc.	\$295,189	\$465,469

<sup>1</sup> Although Sanborn's original bid was \$289,304 for SCAG's desirable requirement, staff was able to negotiate the final price down to \$245,000

**Selection Process:**

The Proposal Review Committee (PRC) evaluated all four proposals in accordance with the criteria set forth in the RFP, and the selection process was conducted in a manner consistent with all applicable Federal and State contracting regulations. Proposers were requested to provide 2 sets of quotes, one, for minimally acceptable specifications and the other for desirable specifications. The minimum specifications created required imagery to be provided at 1 foot and 2 foot resolution, while the desirable specifications required that imagery be provided at a better resolution of 6 inches and 1 foot. With the exception of HJW geospatial, all provided at least 2 sets of quotes as requested. As previously stated, HJW did not fully meet the specifications and its proposal did not meet the requirements of the RFP. In the case of Digital Mapping Inc., their pricing was not in the competitive range to be considered even for the minimum requirement. For these reasons, HJW and Digital Mapping Inc. were eliminated from further consideration. Therefore SCAG interviewed the other 2 offerors (Mapcon and Sanborn).

The PRC was comprised of the following individuals:

Pat Landrum, GIS Manager, Caltrans  
Javier Minjares, Acting Program Manager, SCAG  
Dimitris Poulakidas, Acting Manager, SCAG  
Jose Rodriquez, Imperial County Assessor  
Ranjini Zucker, Senior Contracts Administrator, SCAG

**Basis for Selection:**

After interviewing Sanborn and Digital Mapping, the PRC committee recommends Sanborn for the contract award because of the firm's qualifications to fulfill the requirements of the project. Sanborn is willing and able to meet the highly demanding requirements of this project within a very limited five month time frame. They are committed to performing the tasks including working with the government of Mexico and the US Military to get the necessary waivers to conduct the imagery collection. They have considerable expertise in conducting similar projects across the United States. Sanborn is a full-service company that is available to offer comprehensive solutions and the required photogrammetric mapping

services. As they own their fleet of airplanes they are able to quickly deploy their assets to ensure that the project is completed on time and meeting the rigorous standards requested by the Imperial County GIS Group. Sanborn is ISO 9001:2000 certified which means that they meet the highest level of technical standards within the industry. The certification is done by an independent third party. Additionally, they are the lowest priced bidder who met all of the requirements requested for this project. Sanborn's pricing and its technical capabilities fully met the needs of SCAG better than any other prosper.

Sanborn has 42 years of experience in the field of aerial imagery. They also have a complete understanding of aerial triangulation and ortho-rectification thus, ensuring the SCAG receives a high quality product. They are very well qualified to meet the needs outlined for this project.

## **CONSULTANT CONTRACT**

**Consultant:** Jones and Stokes

**Scope:** The IVAG Compass Blueprint Implementation project is intended to inform and educate each jurisdiction on SCAG's Compass Blueprint program, including its objectives, strategies and implementation tools which serve to assist cities in making these decisions to accommodate future growth while improving quality of life.

Each city's unique opportunities for implementing the Compass Blueprint Strategy will be further assessed through outreach and workshops designed to identify strategic opportunity areas for growth. These will be areas that may benefit from SCAG's ongoing planning research, tools, strategies and guidelines through the Compass Blueprint program. Preliminary implementation strategies will be recommended to each jurisdiction within the county as a precursor to subsequent planning and policy development.

<b>Contract Amount:</b>	<b>Total not to exceed</b>	<b>\$50,000</b>
	Jones and Stokes Associates	\$50,000

**Contract Period:** November 9, 2007 through June 30, 2008

<b>Work Element:</b>	08-065.IVGC1	\$50,000	Funding Sources: FTA 5303 Funds
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**Request for Proposal:** SCAG staff notified 492 pre-qualified firms on SCAG's bidders list to notify them of the release of RFP No. 08-015. The RFP was also advertised on Lawley Publications' website, the American Planning Association website, and posted on SCAG's bid management system. A total of 38 firms downloaded the RFP. SCAG contracts division contacted ten (10) consultants to find out why their firm did not provide a proposal. Eight (8) firms responded with the following reasons for not submitting a proposal:

1. Not enough time to submit proposal.
2. Budget was not adequate for the project.
3. Firm too busy on other projects and has submitted proposals before and never been awarded a contract from SCAG.
4. Not a good fit for this project.
5. Not a good fit for this project.
6. Geographics – too far from home.
7. Too busy on current SCAG project.
8. Not the firm's area of expertise.

SCAG received the following proposal in response to the solicitation:

Jones and Stokes Associates

\$50,000

**Selection Process:**

The Proposal Review Committee (PRC) evaluated the proposal in accordance with the criteria set forth in the RFP, and the selection process was conducted in a manner consistent with all applicable Federal and State contracting regulations.

The PRC was comprised of the following individuals:

Rosa Lopez, Administrative Analyst, IVAG

Marcela Piedra, Redevelopment Manager

Beth Landrum, Associate Transportation Planner, Caltrans

Pria Hidisyan, Associate Regional Planner, SCAG

**Basis for Selection:**

The PRC recommends Jones and Stokes Associates for the contract award because of the firm's strong qualifications to fulfill the requirements of the project. The Jones and Stokes team is highly experienced, with excellent academic and professional backgrounds. The PRC felt that the team's expertise in outreach, visioning and land use planning was particularly notable.

Jones and Stokes' has specific experience in the IVAG region and understand the issues, opportunities and current planning efforts in the County. During the interview phase of this proposal, the consultant's team demonstrated an understanding of the subregion's needs both in terms of their creative ideas for conducting outreach and in their comprehensive approach to the land use analysis.

## **CONSULTANT CONTRACT**

**Consultant**

IBI Group

**Scope:**

Sun Village is located in the high desert region above Los Angeles with limited public transportation. Most of the area is outside of walking distance from a public transit stop. The lack of transit services limits the mobility of seniors and people with disabilities who rely on alternative modes of transportation.

The selected consultant will conduct a transit needs study in the unincorporated area of Sun Village to improve public transit services by identifying unmet needs, gaps and deficiencies the existing transit network. The study will address the growing senior population and people with disabilities who depend on alternative transportation modes. Public outreach will include conducting context-sensitive planning sessions with local stakeholders, conducting phone surveys and community/focus group meetings. The outcome of the study is to contribute towards improving existing public transit services and implementing new transit services for area residents.

**Contract Amount:**

**Total not to exceed** **\$44,365**

IBI Group (Prime)	\$28,452
HDR, Inc.(subcontractor)	\$ 8,734
Arellano Associates (subcontractor)	\$ 3,239
Directions In Research (subcontractor)	\$ 3,940

**Contract Period:**

December 18, 2007 through June 30, 2008

**Work Element:**

06-140.SCGC4      \$44,365      Funding Source: 5305 & In-kind

**Request for Proposal:**

SCAG staff notified 717 firms of the release of RFP 08-016. The RFP was also advertised in the Lawley Publications website, the American Planning Association website and SCAG's Bid Management System. A total of 61 firms downloaded the RFP. The following five consultant(s) responded to the RFP:

Applied Management & Planning Group (2 subcontractors)	\$44,460
IBI Group (4 subcontractors)	\$44,365
KOA Corporation (1 subcontractor)	\$44,411
McDonald Transit Associates, Inc. (2 subcontractors)	\$44,443
Moore & Associates (no subcontractors)	\$43,164

**Selection Process:**

The Proposal Review Committee (PRC) evaluated all five proposals in accordance with the criteria set forth in the RFP, and the selection process was conducted in a manner consistent with all applicable

Federal and State contracting regulations. Interviews were held with four of the five offerors. The PRC held a pre-interview meeting to discuss the proposals. The PRC unanimously agreed that the bid from Diversified Transportation Solutions should be disqualified because their proposal did not meet the criteria as specified in the scope of work. Their proposal did not meet Section 2 subsections 3, 4 & 5 of the scope of work.

The PRC was comprised of the following individuals:

André Darmanin, Regional Transit Planner, SCAG  
Jessica Meaney, Assistant Transportation Planner, SCAG  
David Sosa, Senior Regional Planner, Caltrans – District 7  
Lisa Chen, Program Development Division LA Department of Public Works  
John Zeigler, Transit Manager , LA Department of Public Works

**Basis for Selection:**

The PRC recommends IBI Group because of the combination of its proposal and presentation, were closely representative of our expectations specified in the scope of work. Given its proposal, team, including subconsultant, IBI has a lot of experience with similar studies. Currently IBI is performing a project that is similar in scope (and name) – Winterhaven/Quechan Rural Connector Study. This is a rural study in which IBI is assessing the unmet needs of the underserved tribal population at the Winterhaven Reservation and determining possible connections with Yuma, Arizona. Further, IBI's relevant experience includes the North Orange County Cities Transit Alignment and Feasibility Study, Tribal Transit Feasibility Study in San Diego County and the Willits Area Transit Service Implementation Plan. Overall, IBI had the most relevant applicable experience for this project, not only in Southern California, but internationally (North America) as well.

# MEMO

**DATE:** March 6, 2008

**TO:** Administration Committee and Regional Council

**FROM:** Wayne Moore, Chief Financial Officer, (213) 236-1804, moore@scag.ca.gov

**SUBJECT:** CFO Monthly Report

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## Accounting:

Accounting completed the mid-year financial review. Through December 31, 2007, SCAG's funds in the aggregate were under-expended, having spent or committed 45% of the program budget and 47% of the General Fund budget. It is typical for the second half of the year to experience a higher expenditure rate.

Indirect costs were not fully recovered during the first six months. This condition was remedied by correcting the charging practices of several employees for labor costs to conform with planned and actual work.

Since the rates earned on the Bank of the West repurchase agreement and at the LA County Pool are declining, staff is managing investment balances and cash flows more aggressively to insure the highest earning possible between the two.

CalPERS has completed the setup of SCAG's irrevocable trust for retiree medical benefits (GASB 45) and prefunding will commence shortly.

The testing of SAP support packages continues. So far, only minor issues have arisen. Testing is approximately 75% complete.

The volume of invoices paid continued to rise. We processed 276 vendor checks in January, 241 in December and 180 in January 2007. We continue to pay 96% of invoices within 30 days.

## Budget and Grants:

The budget and grants staff continued their efforts toward completing the FY08-09 comprehensive budget. Such efforts included a thorough review and analysis with senior management, project evaluations with our sub-regional partners and budget status meetings with the Regional Council and Administration Committee confirming the agency's goals and priorities. SCAG's FY08-09 draft Overall Work Program and Indirect Cost Allocation Plan must be submitted to our funding partners by March 1, 2008.

# MEMO

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## Contracts:

During the month of January, the contract department awarded 5 contracts, issued 4 contract amendments, and 4 Request for Proposals (RFP). Staff also administered 70 ongoing consultant contracts. Staff continues their efforts to obtain reduced pricing on the goods and services they procure by including a budget range instead of the approved budget in the RFP documents for selected procurements. In January, Contracts Administrator, Lori Grebbien awarded contracts for professional services involving the Palmdale Emergency/Disaster Preparedness contract, and on another professional services contract involving the Enterprise (GIS) system for approximately \$6,900 under budget.

Submitted by:

  
\_\_\_\_\_  
*Chief Financial Officer*

# SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

## EXPENDITURE REPORT

SEVEN MONTHS ENDED JANUARY 31, 2008

58% OF FISCAL YEAR ELAPSED

	Adopted Budget	Amendment #1	Budget after Amendment #1	Amendment #2	Amended Budget	Expenditures	Commitments	Budget Balance	% Budget Spent
1 Staff & Fringe Benefits	48,083		48,083		48,083	8,067		40,016	17%
2 9914 Indirect Costs	51,771		51,771		51,771	9,102		42,669	18%
3 54300 SCAG Consultants	320,000		320,000		320,000	102,863	193,053	24,084	92%
4 54340 Legal costs	200,000		200,000		200,000	33,734	76,266	90,000	55%
5 55600 SCAG Memberships	33,000		33,000		33,000	8,289		24,711	25%
6 55820 Training	50,000		50,000		50,000		49,988	12	100%
7 55910 RC/Committee Meetings	22,000		22,000		22,000	5,700		16,300	26%
8 55912 RC Retreat	25,000		25,000		25,000			25,000	0%
9 55914 RC General Assembly	25,000		25,000		25,000	3,900	18,100	3,000	88%
10 55920 Other Meeting Expense	60,000		60,000		60,000	60,000	-	-	100%
11 55930 Miscellaneous other	49,800		49,800		49,800	14,190		35,610	28%
12 55940 Stipend - RC Meetings	130,000		130,000		130,000	93,230		36,770	72%
13 55972 Rapid Pay Fees	1,000		1,000		1,000	600		400	60%
14 55980 Cash Contribution to Projects	330,000		330,000		330,000			330,000	0%
15 56100 Printing	7,500		7,500		7,500			7,500	0%
16 58100 Travel	56,000		56,000		56,000	22,969		33,031	41%
17 58150 Travel - Lodging over max	5,000		5,000		5,000	2,071		2,929	41%
18 58200 Travel - Registration fees	5,000		5,000		5,000	2,245		2,755	45%
19 58600 NARC Board Expense	3,500		3,500		3,500			3,500	0%
20 58700 RC Approved Costs	18,000		18,000		18,000	7,433		10,567	41%
21 58800 RC Sponsorships	116,500		116,500		116,500	12,850	5,500	98,150	16%
22 <b>Total General Fund</b>	<b>1,557,154</b>	<b>-</b>	<b>1,557,154</b>	<b>-</b>	<b>1,557,154</b>	<b>387,243</b>	<b>342,907</b>	<b>827,004</b>	<b>47%</b>
23									
24 Staff & Fringe Benefits	10,323,466	(22,225)	10,301,241	345,668	10,646,909	5,586,034	63,284	4,997,591	53%
25 9914 Indirect Costs	10,792,214	37,909	10,830,123	832,815	11,662,938	6,022,600		5,640,338	52%
26 54300 SCAG Consultants	12,826,884	(3,000)	12,823,884	(922,274)	11,901,610	1,890,209	4,024,910	5,986,491	50%
27 54330 Subregional Consultants	2,756,488	235,000	2,991,488	864,784	3,856,272	323,717	1,514,669	2,017,886	48%
28 54400 Subregional Contracts	514,710	15,000	529,710	123,306	653,016	15,297	178,413	459,306	30%
29 55280 Third Party Contribution	3,769,842	(25,264)	3,744,578	377,871	4,122,449			4,122,449	0%
30 55930 Miscellaneous - other	701,000		701,000		701,000	74,232	24,803	601,965	14%
31 56100 Printing	108,000	55,000	163,000		163,000	76,396	12,023	74,581	54%
32 58100 Travel	199,000	6,000	205,000	(3,000)	202,000	75,610		126,390	37%
33 <b>Total Other Funds</b>	<b>41,991,604</b>	<b>298,420</b>	<b>42,290,024</b>	<b>1,619,170</b>	<b>43,909,194</b>	<b>14,064,095</b>	<b>5,818,102</b>	<b>24,026,997</b>	<b>45%</b>
34									
35 <b>Grand Total</b>	<b>43,548,758</b>	<b>298,420</b>	<b>43,847,178</b>	<b>1,619,170</b>	<b>45,466,348</b>	<b>14,451,338</b>	<b>6,161,009</b>	<b>24,854,001</b>	<b>45%</b>

# REPORT

**DATE:** March 6, 2008

**TO:** Regional Council  
Executive Committee

**FROM:** Force for Change Committee  
Bylaws and Resolutions Subcommittee

**BY:** Hasan Ikhata, Executive Director

**SUBJECT:** Proposed Changes to SCAG Bylaws

**EXECUTIVE DIRECTOR'S APPROVAL:**



The report is intended to inform the Regional Council and Executive Committee of potential changes to the SCAG Bylaws, as proposed by the Force for Change Committee. The Force for Change Committee is an ad-hoc group established last year by President Gary Ovitt, as part of last year's Regional Council Retreat. The Committee is comprised of approximately 15 Regional Council members whose goal was to come together to develop ideas for improving the effectiveness of the agency and creating overall positive change. Starting in August 2007, the Force for Change Committee met several times, in which meetings included discussion regarding potential changes to SCAG's current Bylaws. The Force for Change Committee intends to meet on Friday, February 29, 2008, to discuss and finalize its proposed changes to the SCAG Bylaws.

Assuming the Force for Change Committee finalizes its proposed changes to the Bylaws on February 29, 2008, the Bylaws and Resolutions Subcommittee will be meeting on Tuesday, March 4, 2008 to consider the matter. Thereafter, SCAG staff intends to supplement this report prior to the March 6<sup>th</sup> Regional Council meeting, by preparing an additional report which will provide an update regarding the outcomes of the respective meetings by the Force for Change Committee and the Bylaws and Resolutions Subcommittee, as well as provide the specific details pertaining to the proposed changes to the SCAG Bylaws, if applicable.

## **FISCAL IMPACT:**

Work related to this matter is covered as part of this year's OWP.

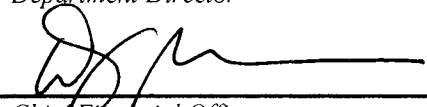
**Reviewed by:**

\_\_\_\_\_  
*Division Manager*

**Reviewed by:**

\_\_\_\_\_  
*Department Director*

**Reviewed by:**

  
\_\_\_\_\_  
*Chief Financial Officer*

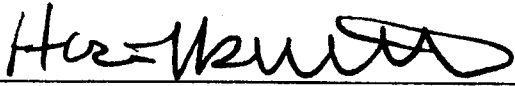
# REPORT

**DATE:** March 6, 2008

**TO:** Administration Committee and Regional Council

**FROM:** Wayne Moore, Chief Financial Officer, [moore@scag.ca.gov](mailto:moore@scag.ca.gov), (213) 236-1804

**SUBJECT:** Approval of the Fiscal Year (FY) 2008-2009 Comprehensive Budget

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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## RECOMMENDED ACTIONS:

1. Approve the FY 2008-2009 Comprehensive Budget and Resolution 08-495-1(attached) authorizing this action and submittal for approval. The budget contains the following components: the Draft Overall Work Plan, the General Fund Budget, the Indirect Cost Budget and the Fringe Benefits Budget; and
2. Authorize the release of the Draft Overall Work Program (OWP) and the Indirect Cost Allocation Plan (ICAP) to Caltrans and other funding agencies as necessary for approval, initiate a 30-day public comment period and transmit the General Fund Budget to the General Assembly.

## SUMMARY:

SCAG is required by federal and state law to develop the OWP and the Indirect Cost Budget. These budgets must be submitted to Caltrans for review and approval before any dollars can be expended by SCAG. In order to assemble all of the budget components into one document and satisfy the requirements of Caltrans and SCAG's bylaws regarding adoption of an annual budget, SCAG staff has developed a comprehensive budget document for the FY 2008-2009 that contains the following components: the General Fund Budget, the Draft OWP, the Indirect Cost Budget, and the Fringe Benefits Budget. Approval of this comprehensive budget and transmittal of required sections to Caltrans and the General Assembly will allow SCAG to be able to start projects and spend funds effective July 1, 2008. If the comprehensive budget is not approved, SCAG's projects and programs will stop effective June 30, 2008.

In recent years, SCAG has increased staffing and project commitments to one of the highest levels in its history. In terms of staffing, SCAG's staff level three years ago was 25% lower than it is today. In short, the organization has seen a dramatic increase in both SCAG staffing and financial commitments since the completion of the 2004 RTP. As part of our on going efforts to improve upon our delivery of services, we are making a concerted effort to concentrate our resources upon our legally mandated transportation planning activities and other activities such as Compass Blueprint and the Regional Comprehensive Plans. You will note that our proposed budget emphasizes these core activities and functions.

In addition to our focused efforts, this budget also recognizes the current economic downturn confronting all levels of government, whether local, state or federal. As a result of this downturn, it is anticipated that public monies that were available in years past, such as grants from the State Compass Blueprint Program, will be significantly reduced or otherwise unavailable to SCAG in the future. It is our intent to present a fundamentally sound, realistic budget that considers this reality.

# REPORT

In light of this, and in preparation for the 2008/2009 fiscal year budget, SCAG's management has determined that it is necessary to scale back staffing and project commitments that are not mandated, and to focus our priorities on our core mission.

There are four specific factors that have contributed to an approximately five million dollar reduction in the FY 08-09 budget compared to FY 07-08:

- As mentioned above, SCAG's commitments over the past few years have resulted in a significant increase in staffing levels and consultant work.
- SCAG's non-federal grant funding has been reduced by \$3 million.
- SCAG's commitment to pre-fund its retiree health care benefit over five years increased agency costs by \$1.67 million.
- SCAG's federal grant funds availability has decreased by \$1 million.

These factors became evident during the development of the FY 08-09 budget and have presented difficult challenges for SCAG in maintaining the same level of commitment in the FY 08-09 for staffing and consultant levels. These factors require that in the coming year SCAG focus on core mandated activities and undertake significant reductions in consultant budgets for both SCAG and the Subregions. Additionally, there will be overall staffing reductions in the coming year. We will attempt to manage the reductions through attrition however other actions may be necessary.

We believe that such emphasis on core priorities and the recognition of the current economic circumstances compels SCAG to take these prudent actions. We strongly believe that these actions will place SCAG on sound financial ground and will insure that SCAG remains the nation's preeminent MPO and COG.

## FISCAL IMPACT:

Approval of this document impacts all funding, projects and programs for FY 2008-2009.

Reviewed by:

  
\_\_\_\_\_  
Chief Financial Officer

# REPORT

**DATE:** March 6, 2008  
**TO:** Regional Council and Administration Committee  
**FROM:** Honorable Paula Lantz, Chair of the Contracts Subcommittee  
**SUBJECT:** Increase the Informal Contract Threshold  
**EXECUTIVE DIRECTOR'S APPROVAL:**



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## RECOMMENDED ACTION:

Approve Increasing the Informal Contract Threshold from \$25,000 to \$50,000.

## BACKGROUND:

At the January 31, 2008 Contracts Subcommittee meeting, the subcommittee discussed the following potential strategies for increasing competition for SCAG's contracting opportunities:

1. Continuing vendor outreach efforts, specifically attending various tradeshow and registering new potential suppliers into SCAG's bid notification system.
2. Continuing to conduct follow up surveys when SGAG receives less than 2 bids to determine why potential bidders did not bid.
3. Contacting local Chambers of Commerce, **a)** to inquire about the possibility of advertising SCAG's contracting opportunities on the Chambers' respective websites, **b)** to increase the visibility of SCAG's contracting opportunities, and **c)** increase the potential pool of bidders.
4. Increasing the informal contracting threshold (the threshold used to determine whether or not a purchase will require more than 3 bids) from \$25,000 to \$50,000.

The subcommittee directed staff to continue to employ the first and second strategies previously mentioned. The subcommittee also directed staff to pursue the third strategy, and the 4<sup>th</sup> strategy if it is approved by the Administration and Regional Council. The subcommittee directed staff to report back to the subcommittee about all four strategies on a monthly basis.

Regarding the fourth strategy, the subcommittee noted that although FHWA/FTA and Caltrans allow a threshold of up to \$100K, SCAG had previously elected a \$25,000 informal bidding threshold, based on recommendations of the May 2000 Best Practices report. Since the conditions that existed at the time of the report no longer existed, the Committee approved recommending the threshold be raised, to be in line with other state & local contracting entities.

Therefore, the subcommittee made and approved a recommendation to increase the informal bidding threshold from \$25,000 to \$50,000.

# REPORT

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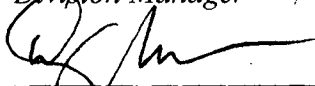
## FISCAL IMPACT:

There is no fiscal impact related to this matter.

Reviewed by:

  
Division Manager

Reviewed by:

  
Chief Financial Officer

# REPORT

**DATE:** March 6, 2008  
**TO:** Administration Committee  
Regional Council  
**FROM:** Wayne Moore, CFO, 213-236-1804, [moore@scag.ca.gov](mailto:moore@scag.ca.gov),  
**SUBJECT:** DEPOSITARIES AND INVESTMENTS

**EXECUTIVE DIRECTOR'S APPROVAL:**



## RECOMMENDED ACTION:

Recommend that the Regional Council (RC) approve an amendment to the By-Laws authorizing the RC's designation of additional depositaries for SCAG's funds, and designating those authorized to disburse same.

## BACKGROUND:

SCAG currently uses the Los Angeles County Investment Pool (LACIP) as its investment vehicle. It also maintains a checking account and a separate zero-balance payroll account, both at Bank of the West.

SCAG's Joint Powers Agreement (JPA), copy attached, states in Section 7, *Powers of Association*, that:

*"The Treasury of the County of Los Angeles shall be the depositary of the funds of the Association and the Treasurer of the County of Los Angeles shall be the ex-officio treasurer of the Association. The Auditor Controller of the County of Los Angeles shall be the disbursing officer of the Association and shall draw warrants against the funds of the Association in the treasury when the demands are approved by the President, Vice President, or Secretary-Treasurer of the Association, or such other persons as may be specifically designated for the purpose in the By-Laws."*

Therefore, Section 7 of the JPA limits SCAG choices with respect to checking accounts and investments. In fact, SCAG's business needs necessitated that it maintain checking and payroll accounts at Bank of the West. Also, at the December 3, 2007 Investment Subcommittee meeting, it was reported that SCAG had declined an investment opportunity at CalTRUST due to Section 7 limitations.

Consequently, the Investment Subcommittee directed staff to explore additional options for fund depositaries and investments. At the meeting of February 25, 2008, the Subcommittee voted to recommend to the Administration Committee to amend the By-Laws as follows.

# REPORT

## ANALYSIS

The JPA states at Section 1, *Association Established*:

*"The Association shall be subject to, and shall be governed by, the By-Laws, a copy of which is attached hereto and by this reference made a part of this agreement."*

SCAG's Chief Legal Counsel has advised that a By-Law amendment could specify additional options for the deposit and investment of SCAG's funds, and those authorized to access same. Thus, the following amendment is proposed to the By-Laws at Article VIII – **FINANCES**, paragraph H:

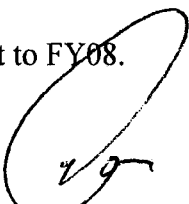
*H. Depositories and Investments*

*In addition to the depository and the disbursing officer as specified in Section 7 of Southern California Association of Governments Agreement, the Regional Council may authorize additional depositories and those authorized to disburse the Association's funds, and may specify the terms and conditions pertaining thereto.*

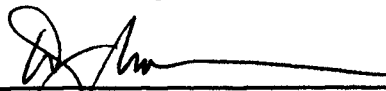
## FISCAL IMPACT:

There will be no fiscal impact to FY08.

Reviewed by:

  
\_\_\_\_\_  
Division Manager

Reviewed by:

  
\_\_\_\_\_  
Chief Financial Officer

## **SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS AGREEMENT**

**THIS AGREEMENT is made and entered into by and between the county and city governments which on its effective date are, or thereafter become signatories hereto:**

### **WITNESSETH:**

**WHEREAS, there is a demonstrated need for the establishment of an association of county and city governments within the southern California area to provide a forum for discussion and study of regional problems of mutual interest and concern to the counties and cities, and to facilitate the development of recommendations for the solution of such problems; and**

**WHEREAS, Title I, Division 7, Chapter 5 of the Government Code of the State of California authorizes the joint exercise by agreement of two or more public agencies of any power common to them; and**

**WHEREAS, the parties hereto possess in common the power to study, discuss and recommend policies and procedures for the solution of area-wide problems of direct concern to the performance of their constitutional and statutory functions and to join associations and expend public funds for these purposes; and**

**NOW, THEREFORE, in consideration of the execution of this agreement by other counties and cities eligible to membership in the association established hereby, the parties hereto agree as follows:**

- 1. Association Established. An association consisting of the parties to this agreement is hereby established to be known as the Southern California Association of Governments. The association shall be subject to and shall be governed by the By-Laws, a copy of which is attached hereto and by this reference made a part of this agreement.**
- 2. Parties. Eligibility. Only those counties and cities eligible for membership in the Southern California Association of Governments pursuant to said By-Laws may be or become parties to this agreement.**
- 3. Parties Become Members. Each party to this agreement is a member of the Southern California Association of Governments and is entitled to the rights and privileges and is subject to the obligations of members, all as provided for in said By-Laws.**
- 4. Additional Parties. If the By-Laws of the association are amended as therein provided to permit additional counties or additional cities to be eligible for membership in the association, such additional counties or cities may become parties to this agreement.**
- 5. Parties. Termination. Any party to this agreement may cease to be a party hereto and may withdraw from membership in the association by the adoption by its legislative body of a resolution of intention to withdraw and by giving the executive director of the association**

and the other parties to this agreement written notice of its intention to withdraw at least thirty (30) days before the effective date thereof. Any party to this agreement which fails to pay any assessment or dues as provided for in the By-Laws shall be considered to have withdrawn from the association and shall cease to be a party hereto. If at any time after the effective date of this agreement fewer than fifty percent (50%) of the eligible counties or fewer than fifty percent (50%) of the eligible cities are parties to this agreement, this agreement shall terminate.

6. Agency to Administer Agreement. The Association established by this agreement shall be the agency to administer this agreement.
7. Powers of Association. The Association shall have the power, in its own name, to make and enter into contracts, to employ agents and employees, to acquire, hold and dispose of property, real and personal, to sue and be sued in its own name, and to incur debts, liabilities or obligations necessary for the accomplishment of the purposes of this agreement. However, the debts, liabilities and obligations of the association shall not constitute any debt, liability or obligation of any of the public agencies who are parties to this agreement. The Treasury of the County of Los Angeles shall be the depository of the funds of the Association and the Treasurer of the County of Los Angeles shall be the ex-officio treasurer of the Association. The Auditor Controller of the County of Los Angeles shall be the disbursing officer of the Association and shall draw warrants against the funds of the Association in the treasury when the demands are approved by the President, Vice President, or Secretary-Treasurer of the Association, or such other persons as may be specifically designated for that purpose in the By-Laws.
8. First Budget. Notwithstanding the provisions of Section B of Article VIII of said By-Laws, the budget for the remainder of the fiscal year ending June 30, 1966, shall be adopted at the first meeting of the General Assembly and the assessments for said period shall be based thereon.
9. Amendment. This agreement may be amended at any time by the written agreement of all parties to it.
10. Duration of Agreement. This agreement shall continue in effect until it is rescinded by mutual consent of the parties or terminated in the manner provided herein or in the By-Laws.
11. Disposition of Assets of Termination. Upon termination of this agreement any money or assets in possession of the association after the payment of all liabilities, costs, expenses, and charges validly incurred under this agreement shall be returned to the parties in proportion to their contributions determined as of the time of termination.
12. Effective Date of Agreement. This agreement shall be effective upon its execution by fifty percent of the eligible cities.

Executed by the undersigned cities and counties upon the respective dates set forth after their signatures.

BY:

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ATTEST:

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December 3, 1991 DJ

INITIAL NOTICE TO THE SECRETARY OF STATE  
AS TO A JOINT POWERS AGREEMENT

Notice is hereby given to the Secretary of State pursuant to Sections 6503.5 or 6503.7 of the Government Code as to the existence of a joint powers agreement providing for the creation of an agency or entity which is separate from the parties to the agreement and is responsible for the administration of the agreements. The following information as to the agreement is set forth:

Office (Use Only)
JOINT POWERS AGREEMENT
FILE NO. <u>113</u>
ENCLOSED FILED
In the office of the Secretary of State of the State of California
<u>APR 20 1973</u>
EDMUND G. BROWN Jr., Secretary of State
By JAMES E. HARRIS
Deputy (File Stamp)

(a) The public agencies parties to the agreement are:

- (1) see attached list
- (2) \_\_\_\_\_
- (3) \_\_\_\_\_
- (4) \_\_\_\_\_

(If more space is needed, type "continued" in (4) and attach a separate sheet to this form).

(b) The name of the agency or entity created under the agreement and responsible for the administration of the agreement is: Southern California Association of Governments

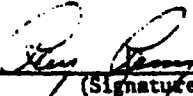
Mailing Address: Southern California Association of Governments

1111 W. 6th St. Suite 400, Los Angeles, California 90017

- (c) The date upon which the agreement became effective is: \_\_\_\_\_
- (d) A condensed statement as to the purpose of the agreement or the powers to be exercised is: To provide a forum for discussion, study and development of recommendations on regional problems of mutual interest and concern regarding the orderly physical development of the Southern California Region.

(e) Amendments, if any, state brief description: None

(f) The short title of the agreement, if any, is: None

  
(Signature)

RAY REMY, Executive Director  
(Type name and title of signer)

**INSTRUCTIONS:**

1. Mail this form to Secretary of State, 111 Capitol Mall, Sacramento, California 95814.
2. Include a remittance payable to "Secretary of State" for filing fee of \$5.00.
3. If additional copies of this form are sent with the original, the copies will be file-stamped and returned without additional charge.
4. Do not attach a copy of the Agreement and/or Amendments of the Agreement.


# REPORT

**DATE:** March 6, 2008

**TO:** Community, Economic, and Human Development Committee (CEHD)  
Regional Council

**FROM:** Lynn Harris, Manager, Community Development, Planning & Policy Department  
[harris@scag.ca.gov](mailto:harris@scag.ca.gov), 213-236-1875

**SUBJECT:** Recommend Approval of the 2008 RTP Growth Forecast to the Regional Council

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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## RECOMMENDED ACTION:

Recommend approval to the Regional Council of one of the options below for the 2008 RTP Growth Forecast.

Presented here are three Growth Forecast Options (A, B, and C) to be considered for use in the 2008 RTP Growth:

**Option A:** Adopt the Draft Policy Growth Forecast for the 2008 RTP with integrated land use policies/strategies.

**Option B:** Adopt the Draft Baseline Growth Forecast for the 2008 RTP with a statement of advisory land use policies/strategies.

**Option C:** Adopt the Draft Baseline Growth Forecast for the 2008 RTP.

## BACKGROUND:

Since 2005, under direction from the Community, Economic and Human Development Committee (CEHD), SCAG staff in collaboration with subregions and local jurisdictions has been moving forward the Integrated Growth Forecasting process for the 2008 Regional Transportation Plan (RTP).

One of the accomplishments of this process was the development of the Draft Baseline Growth Forecast used as the starting point for the assessment of alternative land use forecast distribution through scenario development. On August 30, 2007, after a comprehensive review of scenario performance results, the CEHD Committee directed staff to develop the Draft Policy Growth Forecast based on adopted policies evident in the region. On November 1, 2007, CEHD approved the release of both the 2008 RTP Draft Baseline Forecast and Draft Policy Growth Forecast for public review and comment.

A memorandum from SCAG's Executive Director, containing information about recent development and comments related to the 2008 RTP growth forecasts, was prepared and presented to the Regional Council and Policy Committees on February 7, 2008. As indicated in this Report, both the Draft Baseline Growth Forecast and Draft Policy Growth Forecast use the latest available estimates and assumptions of population, households, employment, land use, travel, congestion, and economic activity. Therefore, both the Baseline

Growth Forecast and the Policy Growth Forecast meet the legal requirements of the 2008 RTP regarding the use of the latest available estimates and assumptions.

Use of either the Draft Policy Growth Forecast or the Draft Baseline Growth Forecast demonstrate a positive finding for the draft 2008 RTP conformity analysis (see Appendix A: Emission Analysis using both Draft Policy Growth Forecast and Draft Baseline Growth Forecast). The final and formal conformity finding will be based upon the adopted RTP and its incorporated growth forecast.

A growth forecast is an estimate of future conditions. The methodology used in developing each forecast is described below. It should be noted that whichever forecast is used for the RTP, only the regional forecast totals and the county level totals will be adopted. Both forecasts have the same regional totals (see Table 1). The performance measure results noted further in this Report are a result of assumptions of differing growth patterns after 2015. The selection of which forecast to use is based, in part, on the Regional Council's policy direction on how far they feel the RTP should encourage the integration of transportation infrastructure investments (i.e. the network) and land use (i.e. estimates of future growth patterns). Both forecasts have been evaluated and tested for reasonableness and capacity at the small area level.

Although both forecasts are transportation efficient, the Policy Growth Forecast performs better on protecting environmentally sensitive areas and rural lands. In addition, the Policy Growth Forecast better reflects some infill sites around transit areas, and, based on staff's analysis of the Integrated Growth Forecast workshop results, reflects local government trends toward amending general plans to accommodate such growth. The Baseline Growth Forecast better reflects local land use vision as dictated by current General Plans and reflects that many local jurisdictions are incorporating the regional land use policies into their local plans.

The remainder of the Report summarizes the differences between the Baseline and Policy Growth Forecasts, identifies the land use policies adopted by CEHD, summarizes the RTP performance measure results accredited to land use integration and presents a summary of Public Comments received regarding the forecasts.

## **2008 RTP Draft Baseline Growth Forecast**

The Baseline Growth Forecast for the 2008 RTP represents a growth forecast based on current and expected demographic and economic trends, as well as previously adopted local land use policies within the SCAG region. Population, households and employment were projected using standard, high-level forecasting techniques and models. These are the best tools that are currently available for making reliable long-term forecasts. The distribution of the high level forecasts is guided by 2006 local land use policy as expressed by participants in the outreach process.

Development of the Baseline Growth Forecast includes the following recent county input:

1. **Imperial County:** the 2035 consensus total population, household, and employment growth projections at Traffic Analysis Zone (TAZ) and city levels agreed upon by SCAG, IVAG, and Caltrans District 11.
2. **Los Angeles County:** the 2035 total population, household, and employment growth projections at census tract and city levels provided by subregions/cities.

3. **Orange County:** the Adopted 2006 OCP 2035 total population, household and employment projections at census tract, city, and county levels. This forecast was reviewed and approved by each city and the county, with formal adoption by the OCCOG.
4. **Riverside County:** The 2006 RCP 2035 population, household, and employment projections at census tract, city, and county levels. This forecast was reviewed by each city and the county, and they were adopted by CVAG, WRCOG and the Riverside County Board of Supervisors. Through this process, there is consensus on the level and distribution of the growth among the 24 cities, the county and the tribal nations that participate in the two Councils of Governments.
5. **San Bernardino County:** the 2035 household and employment projections at census tract, city, and county levels provided by SANBAG.
6. **Ventura County:** the 2035 total population, household, and employment growth projections at census tract and city levels provided by VCOG.

In addition, this technical forecast at the regional level was presented to SCAG's Plans and Programs Technical Advisory Committee on various occasions to ensure technical consistency and integrity with major variables such as population, employment, household, and to build upon this bottom-up process by summing up all local/subregional projections.

Option B and Option C both call for the Baseline Growth Forecast to be used in the RTP. The difference is Option B includes the statement of advisory policies and strategies to guide future growth and Option C does not. By including the statement of advisory policies Option B attempts to point the way for the future from a policy, rather than technical standpoint. Both options will meet air quality conformity requirements as described further in this Report.

The Baseline Growth Forecast, as noted above, was comprehensively reviewed in the region and, as such, is both compliant with local plans and transportation efficient. However, the level of input received from local governments varies considerably across the region and there are a sizeable number of outdated local general plans in the region. However, notwithstanding such outdated and permissive plans, many localities have been limiting growth in environmentally sensitive areas. Examples include:

- In Ventura County, the Baseline Growth Forecast allocates considerably more growth outside of the SOAR boundaries than anticipated by local jurisdictions.
- In the Santa Monica Mountains between Malibu and Agoura Hills, the Baseline Growth Forecast includes thousands of housing units. Based on comments at the workshops, few new housing units should be located in these areas.
- In the San Bernardino foothills, the Baseline Growth Forecast includes more than 2,000 housing units in an area with little growth potential according to workshop participants.
- In several cases, the Baseline Growth Forecast underestimates infill sites compared with local plans or intentions, according to various estimates produced from SCAG demonstration projects.

Thus, the forecast development process continued with a new round of public outreach and additional forecast development techniques known as "scenario building" to better apply the technical baseline forecast to existing and future conditions using CEHD adopted policies.

## 2008 RTP Draft Policy Growth Forecast

The Draft Baseline Growth Forecast and its strong technical foundation was the starting point for extensive scenario development and alternatives analysis to explore the range of future growth possibilities in Southern California. The Draft Policy Growth Forecast is a result of applying lessons learned from scores of scenarios, modeled and analyzed, into a realistic future urban form that incorporates existing and emerging development patterns that maximize the benefits of existing and planned transportation investments.

Local input was central to this process through 15 Integrated Growth Forecast Workshops held in the Fall of 2006. These workshops were used to exchange information, establish potential areas of consensus, and identify areas that needed additional analysis. Over 400 local stakeholders representing 157 cities and all six counties within the SCAG region participated in the workshops. This process led to the development of the Workshop Scenario which showed mixed results toward improving mobility and air quality in the SCAG region.

In response, a further series of scenarios was developed to test potential policies and trends identified at the workshops. These scenarios explored the range of limits of these emerging trends beginning with the Baseline Growth Forecast and ending with the most aggressive plausible growth assumptions. Each scenario tested the full impacts of housing and employment density changes within strategic opportunity areas throughout the region. The series of scenarios that became the Growth Policy Forecast pulled back from the outer reaches of the spectrum of scenarios and used a criterion of reasonableness to be implemented.

Based on the findings from these scenarios, CEHD developed and adopted a set of nine policies to guide a “realistic” future growth alternative representing development types found throughout the SCAG region. These policies seek to enhance the Baseline Growth Forecast by way of a redistribution of growth at the county, subregion, city, and small area level to address the serious transportation and air quality challenges facing the region today and in the future.

The resulting Draft Policy Growth Forecast was founded on these nine policies and refined through a series of reality checks performed through local collaborations during the last three years. A primary source of this research includes the dozens of Demonstration Projects in which SCAG partnered with local jurisdictions to support local planning initiatives consistent with regional goals. An additional analysis was performed where SCAG worked with seven cities to explore, in depth, the relationship between local general plans, the RTP and demographic trends.

The nine policies are summarized below.

- **Identify regional strategic areas for infill and investment**  
Identify strategic opportunity areas for infill development of aging and underutilized areas and increased investment in order to accommodate future growth.
- **Structure the plan on a 3-tiered system of centers development**  
Identify strategic centers based on a 3-tiered system of existing, planned, and potential, relative to transportation infrastructure.

# REPORT

- **Develop “complete communities”**  
Create mixed use districts or “complete communities” in strategic growth areas, through a concentration of activities with housing, employment, and a mix of retail and services, located in close proximity to each other wherein most daily needs can be met within a short distance of home.
- **Develop nodes on a corridor**  
Intensify nodes along corridors with people-scaled, mixed use developments to create vibrant, walkable communities with localized access to amenities, further reducing reliance on the automobile for a variety of trips.
- **Plan for additional housing and jobs near transit**  
Plan for additional housing and jobs within reach of the transit network to reduce auto use and support more multi modal travel behavior.
- **Plan for a changing demand in types of housing**  
Shifts in the labor force will likely induce a demand shift in the housing market for additional development types such as multi-family and infill housing in central locations, appealing to the needs and lifestyles of changing populations.
- **Continue to protect stable existing single family areas**  
Continue to protect stable existing single family neighborhoods as future growth and a more diverse housing stock are accommodated in infill locations near transit stations, in nodes along corridors and in existing centers.
- **Ensure adequate access to open space and preservation of habitat**  
Ensure access to open space and habitat preservation despite competing quality of life demands driven by growth, housing and employment needs, and traditional development patterns.
- **Incorporate local input and feedback on future growth**  
Continue public outreach efforts and incorporate local input through the Integrated Growth Forecast to improve the accuracy and feasibility of pursuing regional plans at the local level.

In some cases, the resulting Policy Growth Forecast deviates from local plans in order to increase transportation efficiency. This is true in both infill sites and in new development areas. A few examples are shown below:

- The area west and south of Santa Clarita in Los Angeles County shows a reduction of about 6,000 housing units in the Policy Growth Forecast when compared to the Baseline.
- The south Coachella Valley shows a significant reduction of housing units to the shores of the Salton Sea in the Policy Growth Forecast when compared to the Baseline.
- Orange County had the most consistent results when comparing the Baseline to the Policy Growth Forecast providing an example of jurisdictions already widely implementing many of the approved regional growth policies. They have the lowest consumption of vacant land, the least development in environmentally sensitive areas and the most aggressive infill plans.

## RTP Performance Measure Results

SCAG's transportation model provides a consistent method of comparison between the forecast alternatives. Following are a series of tables showing the performance differences between the Draft Baseline Growth Forecast and the Draft Policy Growth Forecast. Key observations<sup>1</sup> (see Table 1 through Table 4) from modeling output regarding the 2008 RTP Draft Policy Growth Forecast compared to the Draft Baseline Growth Forecast are summarized below.

- The Draft Baseline Growth Forecast and Draft Policy Growth Forecast are consistent prior to 2015
- When land use strategies such as robust growth at rail and bus station areas, in employment centers, and around existing transit facilities are applied, coastal counties (e.g. Los Angeles, Orange, and Ventura) will have higher population, household, and employment growth after 2015 (Table 1).
- The Draft Policy Growth Forecast results in reductions in both per capita VMT and per household VMT in every county in the region (Table 2). There are no such VMT reduction benefits regionwide using the Baseline Forecast.
- The Draft Policy Growth Forecast compared to the Draft Baseline Growth Forecast is estimated to reduce region-wide VMT by 20.8 million (3.6%); VHT by 882,417 (4.4%); and congestion delay by 436,916 (6.1%) (Table 3).
- Every county benefits from reductions in VMT, VHT, and delay using the Draft Policy Growth Forecast (Table 3).
- The Draft Policy Growth Forecast is estimated to increase transit boardings by 124,207, or 3.9% (Table 4).
- Combining the planned network investments and land use strategies in the Draft Policy Growth Forecast, it is estimated that all VMT reductions, 48% of the vehicle hours traveled reductions, and 30% of delay reductions are attributed to the land use strategies (Table 4).
- The Draft Policy Growth Forecast shows a minor negative impact on arterial speed during PM peak (-1.6%).

## Additional VMT Reductions from Effects of 4Ds

Because the types of land use development patterns featured in the Draft Policy Growth Forecast are much localized, SCAG's conventional 4-step regional travel model can not fully capture these innovative land use effects on travel behavior. These effects, measured in such dimensions as *density*, land use mix (*diversity*), and pedestrian and transit-compatible *design*, are commonly referred to as the 3Ds of local land use, and have been shown to have an important influence on household vehicle ownership, substitution of walking for driving, and reduced trip lengths and VMT.

<sup>1</sup> These estimated mobility and transit benefits attributable to the policy growth forecast will change slightly depending on final plan and its associated network investment.

# REPORT

In addition, auto dependency for regional travel is strongly influenced by the proximity to and quality of regional transit. This effect is generally measured in terms of Regional Transit Accessibility, and when transit accessibility is high – as facilitated by an integrated regional transit network and intensified development around transit nodes – households are also observed to own fewer vehicles and generate less VMT. Because of its complementary importance, transit accessibility has come to be referred to as the “4<sup>th</sup> D”.

The 4D modeling results (not included in the conformity analysis) show that an additional 8.6 million daily VMT region-wide over what has already been calculated through the SCAG regional transportation model (20.8 million) can be further reduced. This finding applies only to the Policy Growth Forecast because, as mentioned above, there are no measurable VMT reduction benefits regionwide using the Baseline Forecast.

The potential for increased VMT reductions in the RTP and a sound approach to measure VMT reduction at the regional and local level may become more important in the future as VMT reduction is being considered as a primary factor in measuring greenhouse gas reduction. Additionally, pending legislation developing competitive criteria for award of grants and loans from the infrastructure bonds contemplates a VMT measurement of reduction factor.

## **Written Comments Received Regarding the Growth Forecast**

Several opportunities have been provided for formal public review. The Draft RTP has been circulated as have a Notice of Preparation of an Environmental Impact Report (EIR) and a preliminary draft EIR. Immediately following this Report is a summary of the written input received on both documents that addresses the Growth Forecast Options. The following lists the number of comments received by county:

Imperial County: 1  
Riverside County: 5  
San Bernardino County: 2  
Orange County: 36  
Ventura County: 0  
Los Angeles County: 8  
Other: 13

The majority of comments reveal concerns that the Draft Policy Growth Forecast does not reflect a local perspective, is perhaps too aggressive in its implementation strategy, and is not enforceable by SCAG. The majority of the comments that address the Draft Baseline Growth Forecast are supportive, reflecting a comfort level with the trend analysis which is perceived to better reflect local growth visions and consistency with the existing status of general plans.

Conversely, the State of California, Department of Justice commended SCAG in a letter dated October 19, 2007 for its “smart growth development scenarios” approach and encouraged SCAG “to show further leadership by identifying a comprehensive and coordinated land use and transportation strategy to reduce emissions of greenhouses gases....” The US EPA Region IX commended SCAG in a letter dated February 19, 2008 for integrating transportation and land use policy saying “...additional housing and jobs near transit and identifying regional strategic areas for infill and investment is commendable and will also assist in decreasing VMT and related pollutant emissions.”

All of the above comments received will be available in complete form at the March CEHD meeting.



SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS

# REPORT

## FISCAL IMPACT:

Development of the Draft 2008 RTP Integrated Growth Forecast and transportation modeling assessment are adequately programmed and budgeted in following work elements of the FY 07-08 Budget:

08-055.SCGS1 Regional Growth Forecasting and Policy Analysis (Staff)

08-065.SCGS1 Compass Blueprint Implementation (Consultant)

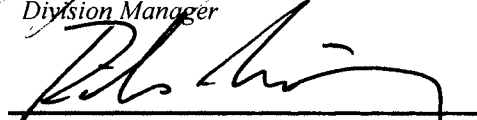
08-065.SCGC1 Compass Blueprint Implementation (Staff)

08-070.SCGS1 Regional Transportation Modeling Support (Staff)

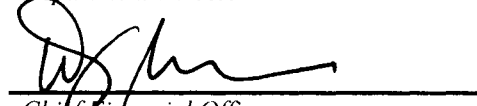
Reviewed by:

  
Division Manager

Reviewed by:

  
Department Director

Reviewed by:

  
Chief Financial Officer

## Summary of Growth Forecast Comments

County/Subregion	Summary of Comment
Imperial County	County has more growth potential than projected.
North Los Angeles County	No comment
LA City Subregion	No comment
Arroyo Verdugo	No comment
San Gabriel Valley Assoc.	No comment
Westside Cities	No comment
South Bay Cities Assoc.	No comment
Gateway Cities	Adopt baseline forecast
Las Virgenes, Conejo COG	No comment
Orange	Adopt baseline forecast
West Riv. COG	Adopt baseline forecast
Coachella Valley COG	Adopt baseline forecast
SANBAG	Adopt baseline forecast
Ventura COG	No comment
Local Jurisdiction	Summary of Comment
City of Los Angeles	1) Use Baseline Growth Forecast; 2) Not sufficient time to assess full impact from policy forecast
City of Burbank	Concern about policy growth forecast at small areas
City of Rolling Hills Estate	Concern with population forecast because of newly proposed development projects
City of Lakewood	Growth assigned to Golf Course.
City of Cerritos	Concern about policy growth forecast at small areas
21 cities from Orange County	Adopt baseline forecast--OCP2006 Projection
Cathedral City	Ensure additional growth in the Coachella Valley, Imperial Valley and eastern Riverside and San Bernardino high desert areas.
Other Agency/General Public	Summary of Comment
Transportation Corridor Agencies	Concern with policy growth forecast
LA Metro	SCAG growth forecast is lower than 2004 RTP Growth forecast in major transit investment areas
LA County	Suggest use locally specific data provided by LA County
Riverside County/RCTC	Adopt baseline growth forecast, keep policy growth forecast as advisory
Orange County	Adopt OCP 2006 Projection
OCTA	Adopt OCP 2006 Projection
BIA	1) Baseline Growth Forecast is not business as usual; 2) Adopt Baseline Growth Forecast
LAWA	Policy forecast may cause conflict with "decentralized aviation policy"
AQMD	TOD/Center development may have EJ impacts from health perspectives
US EPA	Incorporate both policy and Envision cencepts in the RTP
Caltrans District 12	Use Baseline Gorwth Forecast as basis for the 2008 RTP
The Public Law Center	EJ concerns re low income housing associated with TOD development
Torress Martinez Desert Cahuilla Indians	Need to work with SCAG to address challenges from growth
Citizens United to Save South Pasadena	Previous growth policy cause existing challenges
NAIOP SoCal	Adopt baseline growth forecast, consistent with OCP06
Sate of California, Department of justice	1) Recommend SCAG identify smart growth development scenarios that reduce vehicle emissions associated with new development, 2) fully embrace the opportunity in RTP and EIR identify comprehensive strategy to reduce greenhouse gas emissions
Orange County Business Council	Support OCCOG Board's recommendation to use OCP06 Projection

# REPORT

**Table 1: Comparison of Baseline and Policy Growth Forecasts  
2003-2035**

2003 COUNTY	Population			Households			Employment		
	Baseline	Policy	% Diff.	Baseline	Policy	% Diff.	Baseline	Policy	% Diff.
Imperial	154,569	154,569	0.0%	41,614	41,614	0.0%	55,739	55,739	0.0%
Los Angeles	10,034,511	10,034,511	0.0%	3,177,407	3,177,407	0.0%	4,355,197	4,355,197	0.0%
Orange	2,999,316	2,999,316	0.0%	964,089	964,089	0.0%	1,568,411	1,568,411	0.0%
Riverside	1,747,879	1,747,879	0.0%	560,728	560,728	0.0%	589,462	589,462	0.0%
San Bernardino	1,864,250	1,864,250	0.0%	552,187	552,187	0.0%	638,946	638,946	0.0%
Ventura	797,007	797,007	0.0%	254,436	254,436	0.0%	334,511	334,511	0.0%
SCAG Region	17,597,532	17,597,532	0.0%	5,550,461	5,550,461	0.0%	7,542,266	7,542,266	0.0%

2005 COUNTY	Population			Households			Employment		
	Baseline	Policy	% Diff.	Baseline	Policy	% Diff.	Baseline	Policy	% Diff.
Imperial	164,102	164,102	0.0%	45,178	45,178	0.0%	58,005	58,005	0.0%
Los Angeles	10,205,979	10,205,979	0.0%	3,212,440	3,212,440	0.0%	4,397,032	4,397,032	0.0%
Orange	3,059,950	3,059,950	0.0%	980,965	980,965	0.0%	1,615,937	1,615,937	0.0%
Riverside	1,931,324	1,931,324	0.0%	612,345	612,345	0.0%	650,317	650,317	0.0%
San Bernardino	1,971,328	1,971,328	0.0%	576,259	576,259	0.0%	704,222	704,222	0.0%
Ventura	814,056	814,056	0.0%	259,994	259,994	0.0%	345,358	345,358	0.0%
SCAG Region	18,146,739	18,146,739	0.0%	5,687,181	5,687,181	0.0%	7,770,871	7,770,871	0.0%

2010 COUNTY	Population			Households			Employment		
	Baseline	Policy	% Diff.	Baseline	Policy	% Diff.	Baseline	Policy	% Diff.
Imperial	202,266	202,266	0.0%	57,089	57,089	0.0%	73,214	73,214	0.0%
Los Angeles	10,615,568	10,615,568	0.0%	3,357,678	3,357,678	0.0%	4,552,400	4,552,400	0.0%
Orange	3,314,952	3,314,952	0.0%	1,039,202	1,039,202	0.0%	1,755,166	1,755,166	0.0%
Riverside	2,242,758	2,242,758	0.0%	720,525	720,525	0.0%	784,996	784,996	0.0%
San Bernardino	2,182,051	2,182,051	0.0%	637,246	637,246	0.0%	810,216	810,216	0.0%
Ventura	860,606	860,606	0.0%	275,117	275,117	0.0%	373,443	373,443	0.0%
SCAG Region	19,418,201	19,418,201	0.0%	6,086,857	6,086,857	0.0%	8,349,435	8,349,435	0.0%

2014 COUNTY	Population			Households			Employment		
	Baseline	Policy	% Diff.	Baseline	Policy	% Diff.	Baseline	Policy	% Diff.
Imperial	240,766	240,766	0.0%	69,983	69,983	0.0%	90,385	90,385	0.0%
Los Angeles	10,896,323	10,896,323	0.0%	3,479,386	3,479,386	0.0%	4,645,711	4,645,711	0.0%
Orange	3,424,405	3,424,405	0.0%	1,065,346	1,065,346	0.0%	1,821,267	1,821,267	0.0%
Riverside	2,456,016	2,456,016	0.0%	793,302	793,302	0.0%	886,108	886,108	0.0%
San Bernardino	2,323,390	2,323,390	0.0%	686,028	686,028	0.0%	880,032	880,032	0.0%
Ventura	898,332	898,332	0.0%	287,207	287,207	0.0%	391,439	391,439	0.0%
SCAG Region	20,239,232	20,239,232	0.0%	6,381,252	6,381,252	0.0%	8,714,942	8,714,942	0.0%

2015 COUNTY	Population			Households			Employment		
	Baseline	Policy	% Diff.	Baseline	Policy	% Diff.	Baseline	Policy	% Diff.
Imperial	247,024	245,098	-0.8%	71,600	72,130	0.7%	92,954	92,913	0.0%
Los Angeles	10,970,637	10,996,346	0.2%	3,509,178	3,521,600	0.4%	4,675,877	4,673,025	-0.1%
Orange	3,451,750	3,440,649	-0.3%	1,071,809	1,070,087	-0.2%	1,837,771	1,831,727	-0.3%
Riverside	2,509,332	2,516,073	0.3%	811,486	817,493	0.7%	911,388	916,807	0.6%
San Bernardino	2,385,750	2,360,864	-1.1%	718,593	701,844	-2.4%	897,489	900,921	0.4%
Ventura	900,358	905,834	0.6%	290,993	290,470	-0.2%	395,937	396,001	0.0%
SCAG Region	20,464,851	20,464,864	0.0%	6,473,659	6,473,624	0.0%	8,811,416	8,811,394	0.0%

# REPORT

**Table 1: Comparison of Baseline and Policy Growth Forecasts  
2003-2035 (cont.)**

2020	Population			Households			Employment		
COUNTY	Baseline	Policy	% Diff.	Baseline	Policy	% Diff.	Baseline	Policy	% Diff.
Imperial	276,031	264,368	-4.4%	82,022	80,605	-1.8%	106,083	102,647	-3.3%
Los Angeles	11,328,871	11,440,968	1.0%	3,666,221	3,688,955	0.6%	4,754,746	4,778,367	0.5%
Orange	3,533,939	3,512,870	-0.6%	1,088,374	1,088,879	0.0%	1,897,357	1,872,022	-1.4%
Riverside	2,809,011	2,783,097	-0.9%	913,212	913,453	0.0%	1,042,148	1,035,065	-0.7%
San Bernardino	2,582,777	2,527,473	-2.2%	787,127	764,612	-2.9%	965,776	981,396	1.6%
Ventura	937,378	939,189	0.2%	302,947	303,376	0.1%	416,928	413,563	-0.8%
SCAG Region	21,468,007	21,467,965	0.0%	6,839,903	6,839,880	0.0%	9,183,038	9,183,060	0.0%

2025	Population			Households			Employment		
COUNTY	Baseline	Policy	% Diff.	Baseline	Policy	% Diff.	Baseline	Policy	% Diff.
Imperial	297,646	282,167	-5.5%	90,712	87,937	-3.2%	117,105	112,170	-4.4%
Los Angeles	11,677,583	11,851,510	1.5%	3,788,324	3,833,488	1.2%	4,847,445	4,881,477	0.7%
Orange	3,586,288	3,579,544	-0.2%	1,102,373	1,105,140	0.3%	1,933,060	1,911,457	-1.1%
Riverside	3,090,009	3,029,593	-2.0%	1,008,910	996,359	-1.3%	1,168,773	1,150,833	-1.6%
San Bernardino	2,773,945	2,681,290	-3.5%	852,987	818,814	-4.2%	1,045,470	1,060,164	1.4%
Ventura	968,698	969,986	0.1%	312,924	314,506	0.5%	434,934	430,747	-1.0%
SCAG Region	22,394,169	22,394,090	0.0%	7,156,230	7,156,244	0.0%	9,546,787	9,546,848	0.0%

2030	Population			Households			Employment		
COUNTY	Baseline	Policy	% Diff.	Baseline	Policy	% Diff.	Baseline	Policy	% Diff.
Imperial	312,319	298,696	-4.6%	97,669	94,715	-3.1%	125,936	121,771	-3.4%
Los Angeles	12,014,935	12,232,799	1.8%	3,906,454	3,967,278	1.5%	4,946,415	4,985,374	0.8%
Orange	3,629,528	3,641,470	0.3%	1,110,660	1,120,162	0.8%	1,960,630	1,951,202	-0.5%
Riverside	3,343,761	3,258,568	-2.6%	1,097,953	1,073,094	-2.3%	1,295,487	1,267,504	-2.2%
San Bernardino	2,957,744	2,824,174	-4.7%	914,571	868,991	-5.2%	1,134,962	1,139,547	0.4%
Ventura	996,106	998,589	0.2%	321,788	324,819	0.9%	449,939	448,066	-0.4%
SCAG Region	23,254,393	23,254,296	0.0%	7,449,095	7,449,059	0.0%	9,913,369	9,913,464	0.0%

2035	Population			Households			Employment		
COUNTY	Baseline	Policy	% Diff.	Baseline	Policy	% Diff.	Baseline	Policy	% Diff.
Imperial	320,449	314,102	-2.0%	102,877	100,767	-2.1%	132,551	131,557	-0.8%
Los Angeles	12,337,715	12,588,249	2.0%	4,003,069	4,086,650	2.0%	5,041,151	5,091,306	1.0%
Orange	3,653,987	3,699,217	1.2%	1,118,493	1,133,563	1.3%	1,981,902	1,991,722	0.5%
Riverside	3,596,670	3,472,031	-3.6%	1,183,093	1,141,553	-3.6%	1,413,522	1,386,457	-2.0%
San Bernardino	3,133,791	2,957,366	-6.0%	972,567	913,749	-6.4%	1,254,749	1,220,477	-2.8%
Ventura	1,013,753	1,025,255	1.1%	330,186	334,019	1.1%	463,224	465,730	0.5%
SCAG Region	24,056,365	24,056,220	0.0%	7,710,285	7,710,301	0.0%	10,287,099	10,287,249	0.0%

# REPORT

**Table 2**

**Impact on Per Capita VMT and Average VMT Per Household  
Draft Policy Growth Forecast Versus Draft Baseline Growth Forecast**

	Per Capita LM-VMT (Light&Medium Duty)			LM-VMT/Household (Light&Medium Duty)		
	Draft Baseline	Draft Plan	% Change	Draft Baseline	Draft Plan	% Change
Imperial	32.6	32.3	-0.9%	101.4	100.6	-0.8%
Los Angeles	19.7	18.9	-4.1%	60.7	58.2	-4.1%
Orange	22.4	22.0	-1.7%	73.1	71.8	-1.8%
Riverside	22.1	20.6	-7.1%	67.3	62.5	-7.1%
San Bernardino	27.4	27.2	-0.7%	88.4	88.1	-0.3%
Ventura	21.3	20.8	-2.3%	65.5	64.0	-2.3%
<b>TOTAL</b>	<b>21.7</b>	<b>20.9</b>	<b>-3.8%</b>	<b>67.7</b>	<b>65.2</b>	<b>-3.8%</b>

Source: SCAG Regional Transportation Modeling System

# REPORT

**Table 3**

## Regional Transportation Model Run Results

### CTC 4 + Draft Baseline Growth Forecast

County	LM_VMT	HDT_VMT	Total_VMT	LM_VHT	HDT_VHT	Total_VHT	LM_Delay	HDT_Delay	Total_Delay	Speed
Imperial	10,432,685	1,263,535	11,696,220	238,506	23,965	262,471	35,949	2,487	38,436	44.6
Los Angeles	242,764,296	18,873,417	261,637,713	9,351,756	589,518	9,941,274	3,477,410	224,120	3,701,530	26.3
Orange	81,725,405	5,318,537	87,043,942	2,940,437	160,674	3,101,111	1,058,682	59,026	1,117,708	28.1
Riverside	79,574,393	9,507,974	89,082,367	2,803,252	251,207	3,054,458	1,086,965	88,028	1,174,993	29.2
San Bernardino	85,952,142	14,406,089	100,358,231	2,541,874	356,008	2,897,882	745,571	111,059	856,630	34.6
Ventura	21,629,300	1,856,705	23,486,005	708,847	48,781	757,627	222,822	14,128	236,949	31.0
SCAG	522,078,221	51,226,257	573,304,478	18,584,671	1,430,153	20,014,823	6,627,399	498,846	7,126,245	

### CTC 4 + Draft Policy Growth Forecast

County	LM_VMT	HDT_VMT	Total_VMT	LM_VHT	HDT_VHT	Total_VHT	LM_Delay	HDT_Delay	Total_Delay	Speed
Imperial	10,134,457	1,252,566	11,387,023	231,406	23,640	255,046	34,213	2,371	36,584	44.6
Los Angeles	237,674,653	18,716,188	256,390,841	9,158,754	581,331	9,740,085	3,380,402	218,781	3,599,183	26.3
Orange	81,339,094	5,239,290	86,578,384	2,922,132	158,807	3,080,939	1,046,678	58,416	1,105,094	28.1
Riverside	71,353,127	9,139,598	80,492,725	2,425,266	233,123	2,658,389	895,429	77,999	973,428	30.3
San Bernardino	80,512,609	13,918,753	94,431,362	2,318,417	334,502	2,652,919	645,791	98,824	744,615	35.6
Ventura	21,374,251	1,834,785	23,209,036	697,142	47,886	745,028	216,803	13,622	230,425	31.2
SCAG	502,388,190	50,101,182	552,489,371	17,753,117	1,379,289	19,132,407	6,219,317	470,013	6,689,329	

### Mobility Benefits from Draft Policy Growth Forecast

County	LM_VMT	HDT_VMT	Total_VMT	LM_VHT	HDT_VHT	Total_VHT	LM_Delay	HDT_Delay	Total_Delay	Speed
Imperial	-298,228	-10,969	-309,197	-7,100	-325	-7,424	-1,736	-116	-1,852	0.1
Los Angeles	-5,089,643	-157,228	-5,246,872	-193,002	-8,187	-201,189	-97,008	-5,339	-102,346	0.0
Orange	-386,312	-79,246	-465,558	-18,305	-1,867	-20,172	-12,004	-610	-12,614	0.0
Riverside	-8,221,266	-368,376	-8,589,642	-377,985	-18,084	-396,069	-191,536	-10,029	-201,565	1.1
San Bernardino	-5,439,534	-487,336	-5,926,870	-223,456	-21,506	-244,963	-99,780	-12,235	-112,015	1.0
Ventura	-255,049	-21,920	-276,969	-11,705	-894	-12,599	-6,019	-506	-6,524	0.2
SCAG	-19,690,031	-1,125,076	-20,815,107	-831,553	-50,863	-882,417	-408,082	-28,834	-436,916	

### Mobility Benefits from Draft Policy Growth Forecast--% Changes from Draft Baseline Growth Forecast

County	LM_VMT	HDT_VMT	Total_VMT	LM_VHT	HDT_VHT	Total_VHT	LM_Delay	HDT_Delay	Total_Delay	Speed
Imperial	-2.9%	-0.9%	-2.6%	-3.0%	-1.4%	-2.8%	-4.8%	-4.7%	-4.8%	
Los Angeles	-2.1%	-0.8%	-2.0%	-2.1%	-1.4%	-2.0%	-2.8%	-2.4%	-2.8%	
Orange	-0.5%	-1.5%	-0.5%	-0.6%	-1.2%	-0.7%	-1.1%	-1.0%	-1.1%	
Riverside	-10.3%	-3.9%	-9.6%	-13.5%	-7.2%	-13.0%	-17.6%	-11.4%	-17.2%	
San Bernardino	-6.3%	-3.4%	-5.9%	-8.8%	-6.0%	-8.5%	-13.4%	-11.0%	-13.1%	
Ventura	-1.2%	-1.2%	-1.2%	-1.7%	-1.8%	-1.7%	-2.7%	-3.6%	-2.8%	
SCAG	-3.8%	-2.2%	-3.6%	-4.5%	-3.6%	-4.4%	-6.2%	-5.8%	-6.1%	

Source: SCAG Regional Transportation Modeling System. Model run with CTC Alt. 4 Network

Note: VMT: Vehicle Mile Travel, VHT: Vehicle Hour Travel, HDT: Heavy Duty Truck, LM: Light & Medium Duty

# REPORT

**Table 4**

**Draft 2008 RTP Estimated Benefits: Policy Growth Forecast (Land Use) vs. Network Improvement**

	A	B	C	D = B - A	E = B - C	E / D
	Baseline Network & Baseline Growth Forecast	CTC4 Network & Policy Growth Forecast	CTC4 Network & Baseline Growth Forecast	Total RTP Plan Benefits	Policy Growth Forecast Benefits	Policy Growth Forecast (Land use) as % of total Benefits
<b>-Vehicle Miles Traveled (VMT)</b>						
Light and Medium Duty Vehicle	511,974,233	502,388,190	522,078,221	-9,586,044	-19,690,031	205%
Heavy Duty Truck	51,353,123	50,101,182	51,226,257	-1,251,941	-1,125,076	90%
<i>All Vehicles and trucks</i>	563,327,356	552,489,371	573,304,478	-10,837,985	-20,815,107	192%
<b>-Vehicle Hours Traveled (VHT)</b>						
Light and Medium Duty Vehicle	19,423,752	17,753,117	18,584,671	-1,670,635	-831,553	50%
Heavy Duty Truck	1,531,249	1,379,289	1,430,153	-151,960	-50,863	33%
<i>All Vehicles and trucks</i>	20,955,002	19,132,407	20,014,823	-1,822,595	-882,417	48%
<b>-Vehicle Hours Delayed</b>						
Light and Medium Duty Vehicle	7,545,518	6,219,317	6,627,399	-1,326,202	-408,082	31%
Heavy Duty Truck	592,735	470,013	498,846	-122,722	-28,834	23%
<i>All Vehicles and trucks</i>	8,138,253	6,689,329	7,126,245	-1,448,924	-436,916	30%
Transit Boarding	3,255,078	3,280,990	3,156,783	25,912	124,207	479%

Source: SCAG Regional Transportation Modeling System.

Note: All figures are estimated, subject to revision due to changes in final draft plan.

## Appendix A

The regional emissions analysis performed for the draft 2008 RTP is based on the 2008 RTP Draft Policy Growth Forecast. The regional emissions analysis indicates a positive conformity finding.

Regional transportation model runs were also performed to assess conformity with the Draft Baseline Growth Forecast (using the same transportation network as the original runs). The results for both runs are shown in the following tables. As shown in the tables, a positive conformity finding may also be achieved using the Draft Baseline Growth Forecast.

### SOUTH COAST AIR BASIN

8-Hour Ozone (Summer Planning Emissions [tons/day])

ROG	2008	2011	2014	2017	2020	2020 Baseline SED	2023	2023 Baseline SED	2030	2030 Baseline SED	2035	2035 Baseline SED
<i>2008 RTP</i>	200.68	167.6	141.6	124.21	110.6	110.8	100.2	100.4	83.9	84.2	75.9	76.2
<i>New Defined State Measures</i>	-3.9	-22.9	-24.6	-20.2	-15.6	-15.6	-12.4	-12.4	0.0	0.0	0.0	0.0
<b>Total Emissions</b>	196.8	144.7	117.0	104.0	95.0	95.2	87.8	88.0	83.9	84.2	75.9	76.2
<b>Emission Budgets</b>	210	153	124	109	99	99	91	91	91	91	91	91
<b>Budget – Emissions</b>	13.2	8.3	7.0	5.0	4.0	3.8	3.2	3.0	7.1	6.8	15.1	14.8
NOx	2008	2011	2014	2017	2020	2020 Baseline SED	2023	2023 Baseline SED	2030	2030 Baseline SED	2035	2035 Baseline SED
<i>2008 RTP</i>	420.4	341.4	272.8	220.9	173.8	174.6	152.2	153.0	121.0	122.1	112.5	113.8
<i>New Defined State Measures</i>	-0.3	-56.6	-91.4	-65.3	-45.7	-45.7	-33.5	-33.5	0.0	0.0	0.0	0.0
<b>Total Emissions</b>	420.1	284.8	181.4	155.6	128.1	128.9	118.7	119.5	121.0	122.1	112.5	113.8
<b>Emission Budgets</b>	441	298	196	167	138	138	128	128	128	128	128	128
<b>Budget – Emissions</b>	20.9	13.2	14.6	11.4	9.9	9.1	9.3	8.5	7.0	5.9	15.5	14.2

# REPORT

## SOUTH COAST AIR BASIN

PM2.5 (Annual [tons/day])

ROG	2009	2012	2014	2023	2023 Baseline SED	2030	2030 Baseline SED	2035	2035 Baseline SED
2008 RTP	184.8	155.1	137.7	96.2	96.4	80.5	80.8	73.0	73.3
New Defined State Measures	3.5	23.1	24.0	12.1	12.1	9.2	9.2	0.0	0.0
<b>Total Emissions</b>	181.3	132.0	113.7	84.1	84.3	71.3	71.6	73.0	73.3
<b>Emission Budgets</b>	193	139	121	87	87	74	74	74	74
<b>Budget – Emissions</b>	11.7	7.0	7.3	2.9	2.7	2.7	2.4	1.0	0.7
NOx	2009	2012	2014	2023	2023 Baseline SED	2030	2030 Baseline SED	2035	2035 Baseline SED
2008 RTP	400.4	324.9	278.2	154.9	155.8	122.7	123.9	113.8	115.1
New Defined State Measures	0.3	71.2	91.9	33.7	33.7	9.4	9.4	0.0	0.0
<b>Total Emissions</b>	400.1	253.7	186.3	121.2	122.1	113.3	114.5	113.8	115.1
<b>Emission Budgets</b>	427	266	201	131	131	123	123	123	123
<b>Budget – Emissions</b>	26.9	12.3	14.7	9.8	9.0	9.7	8.5	9.2	7.9
PM2.5	2009	2012	2014	2023	2023 Baseline SED	2030	2030 Baseline SED	2035	2035 Baseline SED
2008 RTP	16.3	15.7	15.3	14.6	14.7	14.8	15.0	15.2	15.4
Re-entrained Road Dust	18.3	18.6	18.7	19.1	19.7	19.6	20.2	20.4	20.6
Re-entrained Road Dust	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Road Construction Dust	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
New Defined State Measures	0.0	-3.3	-4.6	-1.6	-1.6	-0.4	-0.4	0.0	0.0
<b>Total Emissions</b>	35.8	32.2	30.6	33.3	34.0	35.1	36.0	36.8	37.2
<b>Emission Budgets</b>	38	34	33	37	37	39	39	39	39
<b>Budget – Emissions</b>	2.2	1.8	2.4	3.7	3.0	3.9	3.0	2.2	1.8

# REPORT

## SOUTH COAST AIR BASIN

PM10 (Annual [tons/day])

ROG	2010	2020	2020 Baseline SED	2030	2030 Baseline SED	2035	2035 Baseline SED
<i>2008 RTP</i>	172.5	106.6	106.8	80.5	80.8	73.0	73.3
<i>New Defined State Measures</i>	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Total Emissions</b>	172.5	106.6	106.8	80.5	80.8	73.0	73.3
<b>Emission Budgets</b>	251	251	251	251	251	251	251
<b>Budget – Emissions</b>	78.5	144.4	144.2	170.5	170.2	178.0	177.7
NOx	2010	2020	2020 Baseline SED	2030	2030 Baseline SED	2035	2035 Baseline SED
<i>2008 RTP</i>	371.6	177.1	177.9	122.7	123.9	113.8	115.1
<i>New Defined State Measures</i>	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Total Emissions</b>	371.6	177.1	177.9	122.7	123.9	113.8	115.1
<b>Emission Budgets</b>	549	549	549	549	549	549	549
<b>Budget – Emissions</b>	177.4	371.9	371.1	426.3	425.1	435.2	433.9
PM10	2010	2020	2020 Baseline SED	2030	2030 Baseline SED	2035	2035 Baseline SED
<i>2008 RTP</i>	22.8	21.8	22.0	22.4	22.7	23.0	23.4
<i>Re-entrained Road Dust Paved</i>	122.1	125.1	129.0	129.6	134.0	134.9	136.4
<i>Re-entrained Road Dust Unpaved</i>	8.7	8.7	8.7	8.7	8.7	8.7	8.7
<i>Road Construction Dust</i>	2.2	2.2	2.2	2.2	2.2	2.2	2.2
<i>AQMD Backstop</i>	0.0	-9.0	-9.0	-16.0	-16.0	-16.0	-16.0
<i>New Defined State Measures</i>	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Total Emissions</b>	155.8	148.8	152.9	146.8	151.5	152.8	154.6
<b>Emission Budgets</b>	166	166	166	166	166	166	166
<b>Budget – Emissions</b>	10.2	17.2	13.1	19.2	14.5	13.2	11.4

# REPORT

**DATE:** February 7, 2008  
**TO:** Regional Council  
**FROM:** Mark Butala, Program Manager, [butala@scag.ca.gov](mailto:butala@scag.ca.gov), (213) 236-1945  
**SUBJECT:** Compass Blueprint Demonstration Project Selection

**EXECUTIVE DIRECTOR'S APPROVAL:**



## RECOMMENDED ACTION:

Approve CEHD's recommendation for funding project applications scoring 85 points and higher using the revised evaluation criteria for the FY 07-08 Demonstration Project Program.

## BACKGROUND:

Through the Compass Blueprint Demonstration Project program, SCAG continues to partner with cities and counties by offering resources to assist with local planning efforts consistent with the Compass Principles. The latest round of applications received was evaluated using the attached criteria approved by CEHD. A summary matrix is attached that includes a brief description of each proposal and detailed scoring by category. If approved by the Regional Council, projects would be selected and funded in the ranked order, as funding, staff and consultant resources become available.

## FISCAL IMPACT:

Work associated with Compass Blueprint Demonstration Projects is included in WBS #08-065.SCGS1, 08-065.SCGC1, 07-291.SCGS1.2, 07-291.SCGC1.2, and 07-291.SCGC2.2 and has been requested in the FY08-09 OWP.

Reviewed by:

  
Lynn Harris  
Division Manager

Reviewed by:

  
Department Director

Reviewed by:

  
Chief Financial Officer

**Compass Blueprint Demonstration Projects  
Proposal Review Criteria  
Approved by Regional Council October 5, 2006  
Revised by CEHD December 6, 2007**

*Transportation & Land Use Planning Integration: (20 points)*

- Acknowledge and leverage the relationship between land use and transportation planning to provide mobility, livability and air quality benefits.
- Encourage new development near existing and planned transportation infrastructure, especially transit resources.
- Plan for land uses that promote alternative transportation modes to the automobile.

*Infill, Redevelopment & Density: (20 points)*

- Locate new development within or adjacent to existing developed areas.
- Rehabilitate already developed yet obsolete and underutilized areas.
- Help accommodate forecasted growth by thoughtfully increasing density while preserving quality of life.

*Land Use Mix & Housing: (15 points)*

- Plan for land uses, including mixed-use development, that provide mobility, livability, prosperity and sustainability benefits locally and regionally.
- Improve local and regional jobs-housing balance.
- Provide new housing, with a mix of densities and styles, for a range of income levels.

*Infrastructure & Resource Efficiency & Sustainability: (15 points)*

- Maximize efficiency in infrastructure development and use.
- Maximize efficiency in energy and natural resource use.
- Conserve agricultural land and open space.

*Project Logistics & Need: (30 points)*

- Demonstrate a clear need for the project and requested services.
- Create new public and private partnerships for the project.
- Leverage other public and private funding sources, in addition to the required match.
- Outline a realistic timeline and demonstrate local ability to complete the project on time.
- Demonstrate relevance to - and maximize use of - services offered through the Compass Blueprint program.
- Locate the project to provide geographic and demographic diversity for the Compass Blueprint program.

**Consistency with 2008 RTP Policy Growth Forecast: (15/25 Points) Proposed December 6, 2007**

- The plan/project is in a 2% Strategy Growth Opportunity Area as defined by the 2008 RTP Policy Growth Forecast (15 points)
- The plan/project is in a critical 2% Strategy Growth Opportunity Area as defined by the 2008 RTP Policy Growth Forecast (25 points)

**SCAG Membership: (Yes/No)**

- Approval of any project proposed by a non-member city is contingent upon that city becoming a member of SCAG.

# Compass Blueprint Demonstration Project Evaluation Matrix

Application Closing Date: 1/25/2008

				Recommended Review Score						
Applicant / Project Title	Project Goal	Estimated Cost	SCAG Member	Land Use / Transportation Integration (20 pts)	Infill, Redevt & Density (20 pts)	Land Use Mix & Housing (15 pts)	Infrastructure & Resource Efficiency & Sustainability (15 pts)	Project Logistics & Need (30 pts)	Opportunity Area (0, 15 or 25 pts)	TOTAL
Anaheim Miracle Mile: Transit and Connectivity Solutions in the Anaheim Canyon	To explore alternatives for transit usage and connectivity within 1-mile of the Anaheim Canyon Metrolink station from industrial and legacy aerospace uses to office, medical and TOD residential developments.	\$80,000 to \$100,000	YES	19	18	14	12	22	25	110
Calimesa Calimesa Boulevard Downtown Revitalization Project	To develop a revitalization plan for the Downtown Business Corridor into a mixed use area that induces economic development and reduces auto usage through alternative travel modes.	\$35,000 to \$60,000	YES	16	17	12	11	23	25	105
Culver City Washington/National Catalytic Projects & Draft Specific Plan	To assess the potential of 3 transit-oriented, mixed-use development projects around the area of the proposed Expo Line Station in Culver City.	\$60,000 to \$80,000	YES	19	18	14	14	23	15	103
Indio Highway 99 / Indio Boulevard Study	To study redevelopment potential along Indio Boulevard (connecting Downtown Indio to I-10), in conjunction with the proposed Downtown Transportation Center and existing Amtrak station.	\$100,000 to \$120,000	YES	15	15	11	10	18	25	95
Coachella Pueblo Viejo Revitalization Master Plan	To assist in the City's efforts towards a downtown revitalization plan focused on infill, mixed use development around a potential transit center.	\$50,000 to \$75,000	YES	16	14	11	11	18	25	94
Holtville Blueprint for Downtown Holtville	To create a Downtown plan and implementation strategies that redevelop currently vacant and under-utilized buildings into a compact, walkable, mixed use center for the City.	\$45,000 to \$55,000	YES	14	19	11	13	22	15	94
Desert Hot Springs CityWest Visioning Plan	To create a plan for mixed use villages and circulation strategies for the area adjacent to the conservation corridor that runs through the City, in conjunction with the Coachella Valley Habitat Plan.	\$60,000 to \$80,000	YES	12	15	13	14	24	15	93

Applicant / Project Title	Project Goal	Estimated Cost	SCAG Member	Land Use / Transportation Integration (20 pts)	Infill, Redevt & Density (20 pts)	Land Use Mix & Housing (15 pts)	Infrastructure & Resource Efficiency & Sustainability (15 pts)	Project Logistics & Need (30 pts)	Opportunity Area (0, 15 or 25 pts)	TOTAL
<b>Los Angeles County</b> Florence-Firestone Visioning Project	To develop a long-range vision for the Florence-Firestone community geared towards transit-oriented development, livability improvements and economic development strategies.	\$60,000 to \$80,000	YES	16	15	12	10	22	15	<b>90</b>
<b>Burbank</b> Downtown Mixed-use, Live-Work and Residential Development Standards	To evaluate the potential for revised zoning to accommodate residential, mixed-use, and live-work development in commercial and light industrial areas in Downtown and along two corridors, from economic and land use policy perspectives.	\$100,000 to \$120,000	YES	15	17	13	13	16	15	<b>89</b>
<b>Calexico</b> Calexico: Gateway to Mexico	To assist in the City's efforts to create a specific plan and circulation analysis to improve mobility at the Port of Entry, while providing connectivity and revitalization strategies to the downtown district, focused on infill and mixed use development.	\$80,000 to \$100,000	YES	17	15	11	11	16	15	<b>85</b>
<b>Palm Springs</b> Airport - Downtown Shuttle	To conduct a feasibility study of a Palm Springs Airport-Downtown shuttle system to minimize private auto usage into the highly concentrated and pedestrian-oriented city center which is experiencing rapid growth in residential, hotel and mixed use development.	N/A	YES	16	18	14	12	7	15	<b>82</b>
<b>Hesperia</b> Municipal Code Review	To develop three Municipal Code updates for green building, smart growth and subdivision provisions, as the City updates its General Plan and Main Street Specific Plan.	N/A	NO	7	9	12	9	10	25	<b>72</b>
<b>East Hollywood Neighborhood Council</b> East Hollywood Neighborhood Plan	To develop a neighborhood plan and development vision consisting of "elements" focused on land use, transportation, open space, safety and economic development.	N/A	YES	11	12	10	5	9	15	<b>62</b>
<b>Lawndale</b> Mixed Use Feasibility Analysis	To conduct an analysis of the economic potential for mixed use housing along the City's commercial corridors and develop needed zoning code amendments.	N/A	YES	9	13	12	6	6	15	<b>61</b>

# REPORT

**DATE:** March 6, 2008

**TO:** Regional Council  
Transportation and Communications Committee

**FROM:** Rich Macias, Interim Director of Planning & Policy, (213)-236-1805; [macias@scag.ca.gov](mailto:macias@scag.ca.gov)  
Jeffrey S. Dunn, Government Affairs Analyst, (213)-236-1880; [dunn@scag.ca.gov](mailto:dunn@scag.ca.gov)

**SUBJECT:** Inclusion of Brawley Bypass in TCIF

**EXECUTIVE DIRECTOR'S APPROVAL:**



## RECOMMENDED ACTION:

Approve the submission of a support letter to the California Transportation Commission (CTC) to include the Brawley Bypass in the TCIF.

## BACKGROUND:

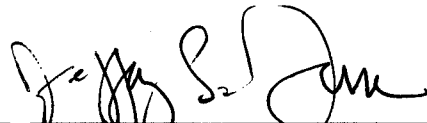
The Brawley Bypass project in Imperial County is a critical link helping to connect the cargo crossing at the Calexico East Port of Entry with the greater Los Angeles trade corridors in the Inland Empire region of the Coachella Valley in Riverside County. The Brawley Bypass project is contained in SCAG's Regional Transportation Plan and Regional Transportation Improvement Program, and SCAG has been advocating for this critical project for the region.

The attached support letter to the CTC sets forth the reasons for including the Brawley Bypass within the TCIF for Proposition 1B bond funding.


## FISCAL IMPACT:

All work related to adopting the recommended staff action is contained within the adopted FY 07/08 budget and does not require the allocation of any additional financial resources.

Reviewed by:

  
Division Manager

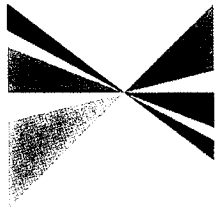
Reviewed by:

  
Department Director

Reviewed by:

  
Chief Financial Officer

SOUTHERN CALIFORNIA



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March 6, 2008

Mr. James C. Ghielmetti  
Chair, California Transportation Commission  
1120 N Street  
Room 2221 (MS-52)  
Sacramento, CA 95814

**RE: Inclusion of Brawley Bypass in TCIF**

Dear Chair Ghielmetti:

The Southern California Association of Governments (SCAG) supports the inclusion of the Brawley Bypass phase 3 project in Imperial County in the TCIF.

The Brawley Bypass project is contained in SCAG's Regional Transportation Plan and Regional Transportation Improvement Program, and SCAG has been advocating for this critical project for our region. This project helps to connect the cargo crossing at the Calexico East Port of Entry with the greater Los Angeles trade corridors in the Inland Empire region of the Coachella Valley in Riverside County.

The Brawley Bypass project will yield the following benefits:

- Reduce congestion;
- Address safety concerns;
- Reduce air pollution in a non-attainment area;
- Reduce economic hardship in the City of Brawley; and
- Reduce the number of trucks using streets in the vicinity of the City of Brawley.

The Brawley Bypass phase 3 project currently has a \$50 million shortfall for construction. The Brawley Bypass is an element in the Southern California Goods Movement Action Plan and is vaguely included in the current guidelines that recognize 4 major trade corridors in California, including one that is identified as "the San Diego region Port and Ports of Entry northbound to Orange and Riverside Counties". This project is a vital link for California's trade with Mexico, where in 2006, this 2-way trade from Calexico POE amounted to \$8.3 billion in commerce, and 620,000 individual truck trips. 80% of these trucks are destined for shipment to points within California.

The Regional Council is comprised of 75 elected officials representing 187 cities, six counties, four County Transportation Commissions, and a Tribal Government representative within Southern California.

March 6, 2008  
Page 2

During the CMIA phase, the Imperial Valley Association of Governments region proposed the Brawley bypass project for funding under that segment of the proposition 1-b funding. Despite ranking among the top projects during the first staff review, and remaining high on the list of staff-recommended projects after the first CTC hearing, when the CTC made their awards in February, they deferred funding this project because....according to the minutes of that meeting... "the Brawley Bypass, met all of the criteria for CMIA but it was more suitable as a project for TCIF funding". The Governor's office has also expressed this opinion.

For these reasons, the Southern California Association of Governments urges the CTC to include the Brawley Bypass phase 3 project in Imperial County in the TCIF.

Sincerely,

Gary Ovitt, SCAG President  
San Bernardino County Supervisor

cc: John F. Barna Jr.

# REPORT

**DATE:** March 6, 2008

**TO:** Regional Council

**FROM:** Mannik Sakayan, Government Affairs Analyst, (213) 236-1883, sakayan@scag.ca.gov

**SUBJECT:** ON TIME Act (HR 5102) by Rep. Ken Calvert (R-Riverside)

**EXECUTIVE DIRECTOR'S APPROVAL:**



## RECOMMENDED ACTION:

Continue to work with the author. Provisions of the bill will most likely be incorporated into the transportation reauthorization bill in 2009.

## BACKGROUND:

On January 23, 2008, US Representatives Ken Calvert (R-Riverside) and Jesse Jackson, Jr. (D-IL) introduced the ON TIME Act, Our Nation's Trade Infrastructure, Mobility and Efficiency Act (HR 5102), which would assess fees on containerized imports and exports entering or leaving US ports to fund transportation projects in communities most affected by the movement of goods.

The ON TIME Act is intended to provide "a trade-based funding stream dedicated to high priority projects that will alleviate congestion in our nation's trade corridors." HR 5102 was introduced in response to the tremendous growth in US trade and in anticipation of increased volume given the number of trade agreements currently in place and/or pending. The bill aims to improve the mobility in and out of ports and to increase the efficiency of trade corridors. It is also believed that HR 5102 may avoid a Supreme Court challenge to Interstate Commerce Clause provisions by establishing a national fee system instead of an ad hoc system of fees by individual port authorities.

The bill has been referred to the House Transportation and Infrastructure Committee's Subcommittee on Railroads, Pipelines, and Hazardous Materials.

The ON TIME Act, HR 5102 would:

- Establish a national trade corridor fee (freight fee) to fund transportation projects in communities most impacted by the movement of goods;
- Set the freight fee at 0.075 percent (capped at \$500) of the fair market value of the goods moving in and out of US ports of entry; the fee would be assessed on the value of each shipment and not on individual containers;
- Designate National Trade Gateway Corridors (NTGC) as defined by the Departments of Transportation and Commerce; corridor may include areas in more than one state if the states are contiguous; corridor may only include areas used for



SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS

# REPORT


international cargo movement; may designate a single corridor for multiple ports of entry in close proximity of one another;

- Dedicate all fees, in the form of grants, to eligible transportation projects in the corridors in which they are collected; fees would be deposited into the National Trade Gateway Corridor Fund;
- Define eligible project as: “a project for construction of or improvements to a publicly owned intermodal freight transfer facility, or for making operational improvements to such a facility (including capital investment for an intelligent transportation system); projects located within the boundaries of a port terminal shall only include surface transportation infrastructure modifications necessary to facilitate direct intermodal interchange, transfer, and access into and out of the port”; may include freeway expansion, grade separations, dedicated truck lanes, and publicly-owned intermodal freight transfers;
- Fund eligible projects within 300 miles of a NTGC as prioritized by State transportation agencies, in consultation with local governments, port authorities, regional planning organizations, public and private freight shippers, and providers of freight transportation services; project selection must adhere to applicable metropolitan and state-wide planning processes;
- Give State departments of transportation six years to obligate funds; after six years, unobligated funds would be given to other states for eligible projects;
- Require a 80% Federal and 20% Non-Federal match;
- Sunset in 10 years.

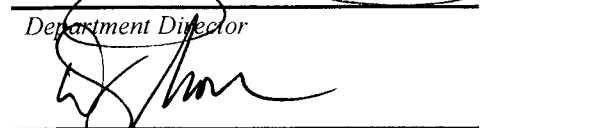
## FISCAL IMPACT:

All work related to this item is contained within the adopted FY 07/08 budget, WBS# 08-810.SCGS1.

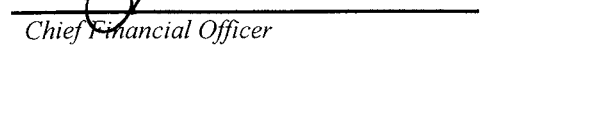
Reviewed by:

  
Division Manager

Reviewed by:

  
Department Director

Reviewed by:

  
Chief Financial Officer